


Haringey Council

Report for:	Cabinet 15 July 2014	Item Number:	To be added by the Committee Section
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Title:	Feedback from Consultation for a Borough-wide 20mph Speed Limit
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Report Authorised by:	Tracie Evans – Interim Chief Operating Officer 
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Lead Officer:	Tony Kennedy, Group Manager, Sustainable Transport Ann Cunningham, Head of Traffic Management
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Ward(s) affected: All	Report for Key/Non Key Decisions: Key
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1 Describe the issue under consideration

1.1 This report outlines the feedback from borough wide consultation with residents and businesses to gauge support for Haringey to become a 20mph borough.

2 Cabinet Member Introduction

2.1 We want to change the way people think about speed and road safety in our borough. The implementation of a 20mph speed limit on our residential roads and town centres will make them safer, more vibrant and social places. It will also give people the confidence to cycle and walk more.

3 Recommendations

3.1 That Cabinet

- (a) Note the results of the public consultation set out in the report.
- (b) Authorise officers to proceed to detailed design and implementation of a 20mph speed limit on residential roads, roads in the vicinity of schools and in town centres.



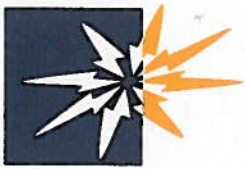
- (c) Delegate approval of the detailed design and decisions relating to changes to Traffic Management Orders, to the Assistant Director of Environmental Services & Community Safety and the Cabinet Member for Environment.

4 Other Options considered

- 4.1 The council has the option of doing nothing, implementing a borough wide 20mph limit on all roads (except roads on the TLRN) or proceeding as proposed in this report. These are all considered in the subsequent sections of this report.
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5 Background Information

- 5.1 The Cabinet, at its meeting of 18 June 2013, approved borough wide consultation to gauge support amongst residents and businesses for Haringey to become a 20mph borough. At present approximately 50% of the borough's roads already benefit from inclusion in a 20mph zone, where physical measures have been used to reinforce the limit (Appendix 1). The implementation of the borough wide 20mph limit proposed in this report would initially be by signing and lining only, although the council would continue to progressively extend supportive physical measures where this was deemed necessary for additional road safety reasons.
- 5.2 The proposal did not include Transport for London Road Network (Red Routes) as these are managed by Transport for London. It did however include all classified roads, which are the distributor routes through the borough under the authority of L.B. Haringey.
- 5.3 The consultation plan was developed in discussion with the Cabinet Member and Haringey's Communications Team.
- 5.4 Consultation was initially to run over a two month period between August and September. However, as the commencement of consultation was in the middle of the summer holiday period, it was agreed that consultation would be extended to three months, as this provided interested parties with greater opportunities to make comment.
- 5.5 Consultation was therefore conducted between 1 August and 31 October, with various engagement methods employed to encourage participation.
- #### 6. Consultation approach
- 6.1 Various engagement and publicity methods were used to generate feedback, comprising of the following:
- Officer attendance at Area Forums to publicise consultation.



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- Emailing the consultation document to doctor's surgeries, business and community organisations.
- Notification provided to key stakeholders i.e. TfL, Metropolitan Police, bus operators, etc.
- A feature in the August edition of Haringey People.
- Consultation documents were delivered to libraries and schools.
- Market research was undertaken at transport hubs and in shopping streets in order to 'reach' a wide range of road users (conducted during September / October).
- Provision of an online consultation form.
- Publicity through the Haringey website.

A door drop delivery was not utilised on this occasion as it was not considered that it would offer value for money.

- 6.2 The consultation document was delivered to all schools at the start of the new term in September 2013 with a request for it to be made available to parents. Information about how to complete the document online was also provided as well as a notification in the *Schools Bulletin*, which is an internal education document sent out to all Head teachers.
- 6.3 See Appendix1 for a copy of the consultation document.
- 7 Consultation feedback
- 7.1 In total 4589 responses were received with the majority (78%) generated through market research. A total of 1013 online forms and feedback cards were submitted accounting for 22% of responses.
- 7.2 See Appendices 2/3 for the consultation document and the analysis of the results.
- 7.3 The results show little difference between those who support a borough wide limit (42%) and those who oppose it (46%). However, this changes with a clear majority in favour of a borough wide 20mph limit (65% for and 35% against) if it is restricted to residential roads and roads with schools but excluded roads where a 30mph limit is more appropriate.
- 7.3 The most popular reason given for support was the benefit it would provide for cyclists and pedestrians. It was generally regarded that speeding motorists were the main deterrent to increasing cycling levels and that motorists often ignore cyclists and pedestrians at junctions and crossings. Enforcement and education was highlighted as essential to ensure the success and adherence of a 20mph limit.



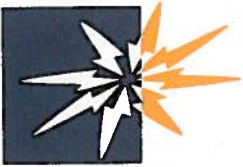
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- 7.4 Respondents used the existing network wide 20mph limits in Islington and Camden as examples as to why it would not be appropriate in Haringey, stating the layout of the distributor roads did not provide the feel for a 20mph limit, particularly at night when the roads are empty.
- 7.5 Compliance of the limit was also raised as an issue. Those opposed stated that the borough's existing 20mph zones are not enforced and a blanket 20mph limit would merely increase non-compliance potentially making the zones around schools less effective.
- 7.6 A number felt the proposals were a waste of taxpayers' money and that it could be put to better use by concentrating on locations where safety was a real issue. It was also highlighted that education for cyclists would assist in making the roads safer.
8. Comments of the Chief Finance Officer and financial implications
- 8.1 The cost of the consultation to date is £10,000 and has been funded from Sustainable Transport budgets. A budget provision is contained within the 2014/15 and 2015/16 LIP allocations should the Cabinet decide to proceed to Statutory Notification for a 20mph limit.
9. Head of Legal Services and legal implications
- 9.1 The legal power to change speed limits is contained in Part VI Road Traffic Regulation Act 1984 and more specifically at section 84(1) and (4) of the Act which enables traffic authorities to make orders prohibiting the driving of motor vehicles on a road at a speed exceeding that specified in an order. There is a requirement to give public notice of any intention to make an order. In coming to a decision whether to make an order and therefore in exercising a function under the Act there is duty under section 122 on a local authority "to secure the expeditious, convenient and safe movement of vehicular and other traffic(including pedestrians) and the provision of suitable and adequate parking facilities" with particular regard to the following-
- the desirability of securing and maintaining reasonable access to premises;
 - the effect on the amenities of the locality;
 - national air quality strategy;
 - the importance of facilitating the passage of public service vehicles and securing the safety and convenience of persons using or desiring to use such vehicles;
 - any other matters that appear relevant.
- 9.2 The procedure for orders is contained in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which contains consultation and publicity requirements before an order can be made.



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- 9.3 The Department for Transport has published guidance on the making of such orders in Circular 01/2013 which at Section 6.1 deals specifically with 20mph speed limits and zones giving advice on traffic calming measures and underlining the efficacy of such limits/zones in reducing road traffic accidents.
- 9.4 The Department for Transport have also issued advice in this respect in the Traffic Advisory Leaflet 9/99 which espouses the benefits of speed limits and zones.
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- 10 Equalities and Community Cohesion Comments
- 10.1 Although focus was given to the residents and businesses within the London Borough of Haringey, the publicity and engagement approach enabled any interested party with the opportunity to make representation regarding a borough wide 20mph limit for Haringey. The analysis of feedback in Appendix 2 provides a breakdown of responses by area of the borough.
- 11 Policy Implications
- 11.1 The introduction of the proposed 20mph speed limit will support the council's cleaner, greener environment and safer streets, and regeneration Corporate Plan priorities and make residential roads safer for pedestrians and cyclists.
- 11.2 The introduction of a default 20mph limit will require extensive consultation with stakeholders to ensure it is supported in principle by the Police and bus operators. It will also need extensive marketing and publicity to encourage compliance by the public. Meetings will be required with the Police to ensure they can provide some level of enforcement, particularly at locations where speeds and accidents may remain high and it will be important that funding remains available to deliver more robust speed enforcement measures at such locations to ensure safety is not compromised.
- 12 Reasons for Decision
- 12.1 The feedback from the public is mixed although it is generally acknowledged that a 20mph limit for our residential roads, particularly around schools, is a positive way forward.
- 12.2 The main area of opposition appears to be the need for a blanket approach to include the main roads. It was felt that the main roads, which are designed to cater for longer distance movement, are by their nature more suitable for a 30mph limit and that a reduction to 20mph would increase journey times and congestion. As with all speed limits, if the site doesn't look like or feel like the limit imposed then there will be higher scale of offending. Reports of non-compliance along Islington's main roads, particularly at night when traffic is light, was put forward as an example of why further investigation would be required prior to determining if all main roads are suitable.



- 12.3 The majority of collisions (accidents) in Haringey occur on the main roads, particularly in the vicinity of town centres, as this is where the potential conflict between pedestrians, cyclists and motor vehicles is greatest. This must be considered a priority when determining the appropriateness of speed limit.
- 12.4 The Roads Task Force has considered the 20mph debate and concluded that a 'one cap fits all approach' is not practicable. They have developed a 'street family' comprising of 9 road types based on functionality and usage to reflect the complexity of London's street environment. Speed limits play an important role where 'movement and place' need to be better balanced, where there are high levels of pedestrian activity and where safety issues have been identified. This approach would be used to determine the feasibility of introducing a 20mph for Haringey's main roads. For example, where 20mph would be suitable for Wood Green High Road as its function is a town centre attracting high numbers of pedestrians and cyclists, a 20mph limit may not be suitable for Watermead Way, which provides more of a movement function for motorists.
- 12.5 General compliance with a 20mph limit is essential to the success of this initiative. The Metropolitan Police, whilst supporting the initiative, do not have the resource to provide additional enforcement and therefore police enforcement will be mainly reactive and concentrate at locations where safety is compromised. Haringey has provided the Police Safer Neighbourhood Teams (SNT) with five speed guns to deliver enforcement exercises and a partnership approach needs to be developed with the SNT to deliver joint initiatives to educate the public, particularly at vulnerable locations such as schools and town centres.
- 12.6 Compliance will only be achieved if sufficient interventions are provided with regards to signing and, more importantly, traffic calming / management at locations where speed remains high. This would be consistent with the council's approach to traffic calming and road safety, successfully exercised over the past decade. It is likely that compliance along the main roads, outside of town centres, will be low as movement is the main function. Consideration would therefore need to be given to engineer a limit, which could have significant cost implications and limited impact subject to what measures would be considered appropriate.
- 12.7 The success of our Smarter Travel and Community Streets programmes, along with our continued investment in cycling and walking, provides us with the opportunity to increase sustainable travel throughout the borough. Through these programmes we need to focus on educating all roads users on the importance of road safety to achieve a cultural change to the present dominance of motor vehicles, thereby securing health, wellbeing and safety benefits for all. This includes education for cyclists who are often just as guilty of using the road inappropriately.
- 12.8 The estimated cost of introducing a borough wide speed limit is £500,000-600,000 which would be funded through the LIP over 2 years. It would take around 12



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months to implement including preliminary design, statutory notification, detailed design and approval, and implementation. An alternative approach based on completing the borough's neighbourhoods with 20mph zones would take 15-20 years to complete at a total estimated cost of around £20m.

12.9 In summary, it is recommended that the Cabinet approve that officers proceed with introducing a 20mph limit for all residential roads, roads in the vicinity of schools and in the borough's town centres. The existing speed limit on the remaining main road network would at this stage be retained as at present. This is exclusively 30mph, with the exception of Watermead Way, N17 which is 40mph. An indication of the future non-20mph network is shown in Appendix 3. This will be finalised as part of the detailed design with this delegated to the Assistant Director Environmental Services and Community Safety and the Cabinet Member for Environment.

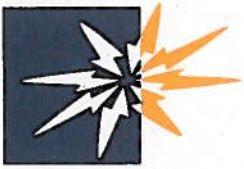
13 Local Government (Access to Information) Act 1985

13.1 The following documents were used for reference:

- Cabinet report of 18 June - Consultation for a Borough-wide 20mph Speed Limit.
- The Mayor of London's Road Safety Plan.
- Roads Task Force – The Vision and direction for London's streets and roads.
- TfL – Delivering the vision for London's streets and roads.

14. Use of Appendices

- 14.1 Appendix 1 – proposed speed limit neighbourhoods
- 14.2 Appendix 2 - 20mph Consultation document.
- 14.3 Appendix 3 – Consultation report and analysis
- 14.4 Appendix 4 – Indicative non-20mph network



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Appendix I – Proposed speed limit neighbourhoods



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Appendix 2 – 20mph Consultation document

Public Consultation

Have your say
Haringey



Time for a 20 mph speed limit?

Traffic speeds are often too fast in our residential and local shopping streets. This can be a barrier to walking and cycling and can increase the severity of accidents. While a 20mph limit will not eliminate accidents, research indicates that the severity and volume of casualties are reduced if traffic is moving at 20mph rather than 30mph or faster.

Already, fifty per cent of our roads limit traffic speeds to 20mph and we would now like to hear from you about extending this.

In London, the Mayor is encouraging boroughs to adopt a default 20mph limit policy and the Department for Transport has relaxed the legislation around signage, significantly reducing the cost of introducing a borough wide 20mph limit. This makes it viable for us to consult around limiting traffic speeds on all our roads to 20mph.

Our award-winning Smarter Travel work, with its encouragement of cycling and walking, provides us with a real opportunity to engage with road users about the way we use our roads and to lead a sustained culture change, securing health, wellbeing and safety benefits for all.

Before telling us your views about the proposed 20mph speed limit please read this leaflet and look at the range of reports and discussions available on the internet.

Whatever your views on the possible introduction of a 20mph limit in the borough we want to hear from you. Please ensure that your comments reach us by 31 October 2013.

Thank you for your interest.

A handwritten signature in blue ink, appearing to be 'J. Bevan'.

Cllr John Bevan
Cabinet Member for the Environment

www.haringey.gov.uk



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Why are we considering 20mph?

The Royal Society for Prevention of Accidents (RoSPA) reports that if a pedestrian is hit by a vehicle travelling at 20mph there is a less than 3% chance that they will be fatally injured, compared to a 20% chance at 30mph.

The Mayor of London's Road Safety Action Plan gives priority to reducing the numbers killed or seriously injured in road accidents. The Mayor and Transport for London (TfL) see 20mph limits and zones as important and effective measures in reducing casualties through lowering speeds on local and residential roads

Haringey Council supports a reduction in speed from 30mph to 20mph as we believe a borough-wide 20mph speed limit can:

- Be instrumental in changing driver behavior
- Improve safety at schools and other locations with high pedestrian traffic
- Improve safety for pedestrians and cyclists
- Discourage 'rat running' through residential streets
- Improve traffic flow at approaches to junctions and areas where roads are narrow or obstructed by parked vehicles
- Improve accessibility by reducing motor vehicle dominance along the highway

In certain locations, such as around schools and areas vulnerable to accidents, we will continue to enhance the speed restriction messages with traffic calming measures.

Enforcement of 20mph speed limits

The police are responsible for enforcing speed limits and while they support in principal the objective of 20mph they cannot provide additional resources to enforce a borough-wide 20mph limit. Enforcement will rely to a great extent on voluntary driver compliance.

Police enforcement will therefore be largely reactive and will focus on locations with high accident rates and where there are known speeding issues.

Roads excluded

The 20mph limit would include all residential and main roads in the borough with the exception of 'red routes' managed as part of the Transport for London Road Network (TLRN). Haringey Council and TfL will discuss whether it may be appropriate to include any of the red routes, which are:

- Archway Road
- Seven Sisters Road
- Great Cambridge Road
- The Roundway (East)
- Bruce Grove
- Tottenham High Road (Bruce Grove to Stamford Hill)
- Broad Lane
- Monument Way

Information Plans

Included with this document are the following plans

- Borough Plan – Location of existing 20mph zones
- Borough Plan – Location of red routes managed by TfL

Further information about this consultation can be found on our website at www.haringey.gov.uk/20mph

Frequently Asked Questions

Will this scheme be used to generate revenue for the council?

No. Only the police are legally able to enforce speed limits and revenue from fines goes direct to Central Government. Neither Haringey Council nor the police would make money from this scheme.

How will I know which roads are 20 mph?

Each road will be clearly signed at the start of the speed limit, with signs repeated throughout the area to which the limit applies.

Will the signs create street clutter?

We would keep street clutter to a minimum. New 20 mph signs would be placed on existing lamp posts wherever possible. We would also keep 'repeater' signs, including road markings to a minimum in accordance with Department for Transport guidance.

What other councils are doing or considering doing something similar?

Other councils include Bath, Brighton and Hove, Cambridge, Camden, Chichester, Islington, Liverpool, Oxford, Portsmouth, Edinburgh South, Southwark, Warrington and York.

Will any parking be lost as a result of the scheme?

No.

Will there be more traffic calming measures such as humps?

No. A 20mph limit only requires signs and road markings and will rely largely on driver compliance. We will however monitor compliance, particularly around schools, and may consider associated traffic calming measures and these locations.

Is it safer to drive at 20 mph?

According to the Royal Society for Prevention of Accidents (RoSPA), if a pedestrian is hit by a vehicle travelling at 20mph there is a less than 3% chance that they will be fatally injured, compared to a 20% chance at 30mph. Slower speeds also allow more time for road users to anticipate and react to situations.

Will there be more speed cameras?

No. The criteria for installing speed cameras are set by the London Safety Camera Partnership. The criteria states that cameras may be used at locations where there are at least four collisions which resulted in a fatality or serious injury over a three year period.

There are currently 4 speed cameras in Haringey located in Bounds Green Road and Tottenham High Road. We will be discussing their further use with the police should this proposal progress.

Tell us what you think

Your views are important. Whatever your view about the benefits or disadvantages of 20mph limits we want to hear from you. You can have your say on the proposal in three ways:



Feedback Card

Please complete the attached feedback card and send it back to us at: Frontline Consultation, Freepost NAT20890, PO Box 264, London N22 8BR – no stamp required.



Online

Please go to www.haringey.gov.uk/20mph on the council's website and complete the online form to give us your views.



Via Email

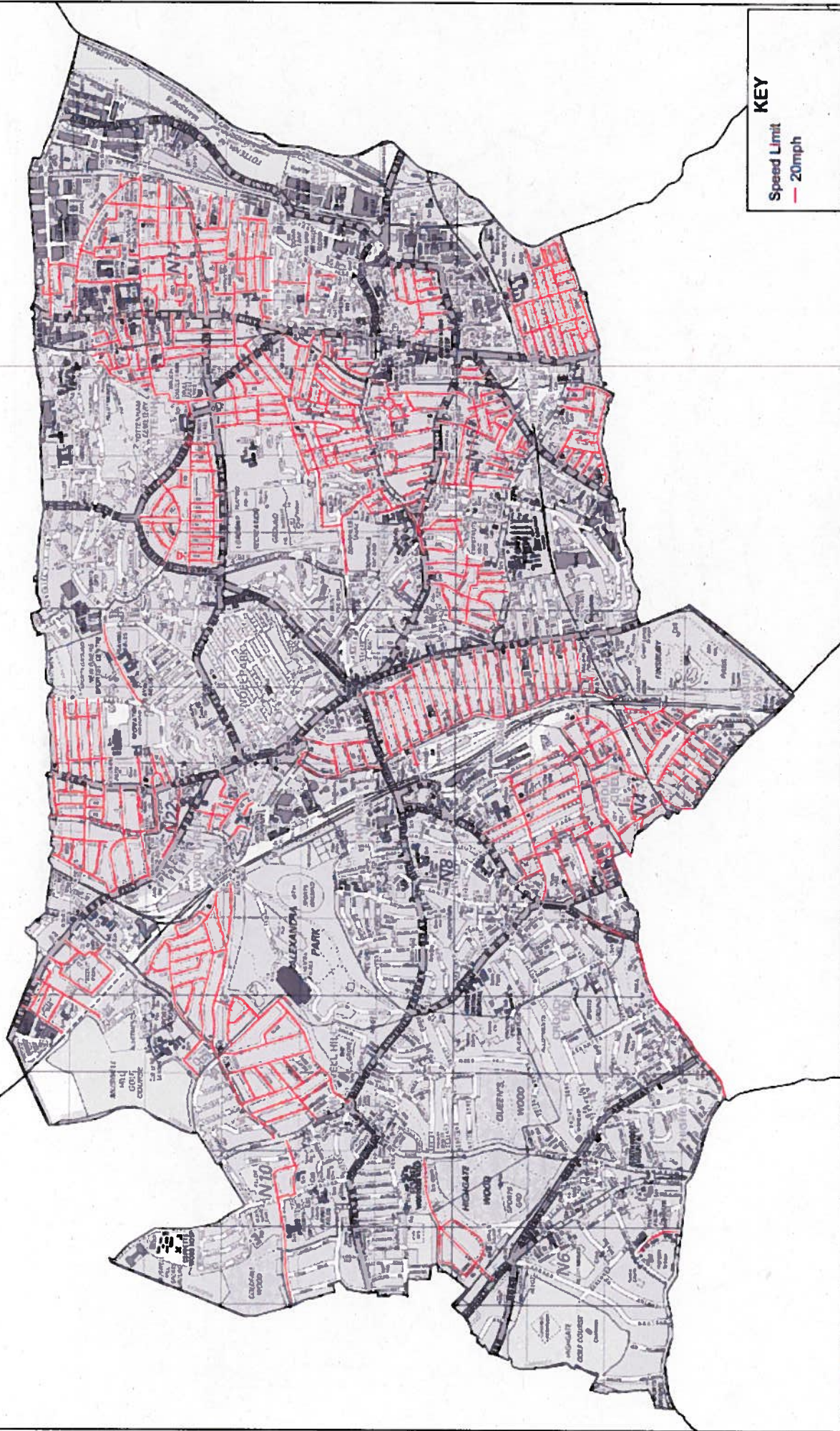
If you have any questions or would like more information, you can email us at: frontline.consultation@haringey.gov.uk

What will happen after we receive your comments?

Your comments and suggestions will be considered in detail by officers and councillors as well as by the council's Cabinet (Executive Management Board) and will inform their decision about the introduction of a borough-wide 20mph speed limit in Haringey.

All comments and completed cards must be received by 31 October 2013.

We will consider all the comments and feedback we receive before a final decision is taken.



KEY

Speed Limit
 — 20mph

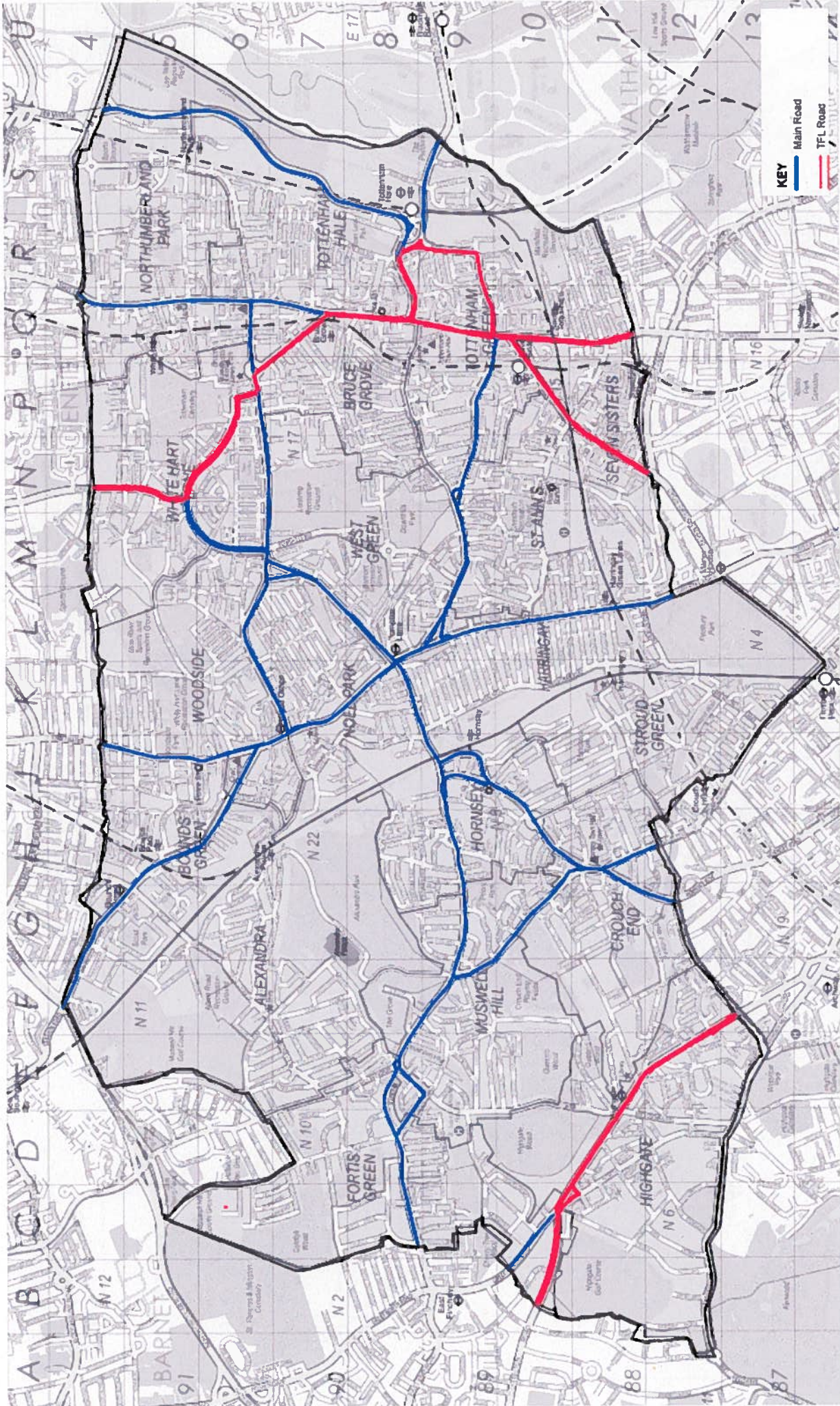
PRODUCED BY SINGLE FRONTLINE
 1st July 2013

Scale: 1:22000

Map of roads with existing 20mph speed limit

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KEY
 Main Road
 TFL Road

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Main Roads and TFL Roads

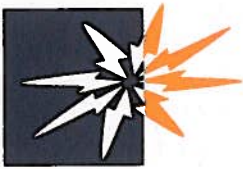
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Appendix 3 – Consultation report and analysis



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Research report and analysis

A 20mph speed limit in Haringey?



Section 1 Introduction and method

1.1 Introduction

Some 50% of Haringey's roads are already part of 20mph zones or limits and Haringey has been considering the introduction of a 20mph speed limit on all roads for which it is responsible as the highway authority. This excludes 'red routes' managed by Transport for London (TfL), who are the highway authority for those roads.

1.2 Survey method

Haringey's population now exceeds 250,000 and comprises over 110,000 households and business premises. It was therefore not been considered cost effective to conduct a consultation using leaflet drops to all households and businesses.

In order to achieve an accurate picture of public opinion on the proposal for a borough wide 20mph limit, market research was carried out at fourteen locations across the borough. Face-to-face interviews were conducted at Highgate, Muswell Hill, Alexandra Palace, Bounds Green, Crouch End, Hornsey, Wood Green, Turnpike Lane, Green Lanes, Harringay Station, West Green Road, Seven Sisters Road, Tottenham Hale and Tottenham High Road.

In parallel with market research, the consultation was advertised on the website and details circulated to schools, libraries, NFHRA (residents' groups), the NHS and statutory stakeholders. Both online forms and Freepost feedback cards were available for individuals and organisations to submit their views.



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1.3 Details of responses and response types

4589 responses were received - 78% through the market research exercise.

1013 online forms and feedback cards were submitted – accounting for 22% of responses.

In the table below responses were grouped into three zones, west, central and east. Respondents not resident in Haringey were grouped by their 'home' borough. Several respondents were visiting from overseas countries and are coded as 'other areas' in the table below. The largest group of non-residents were visitors from Enfield and Barnet.

Haringey west zone comprises postal areas of N6 and N19 (Highgate), N8 (Hornsey and Crouch End), N10 (Muswell Hill), and part N11

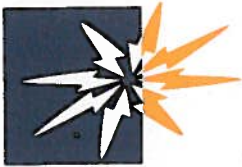
Haringey east zone comprises N15 (South Tottenham and Seven Sisters) and N17 (Tottenham).

Haringey central zone comprises N22 (Wood Green), N11 (Bounds Green), N4 (Harringay, Stroud Green, and Finsbury Park, and the eastern part of N8 (east of Crouch End).

Table 1 Respondents' home location (street / postcode requested by interviewer)

	Count	Column N %
Resident of: Haringey West	1211	26%
Haringey Central	1912	42%
Haringey East	1114	24%
Enfield / Barnet	136	3%
Camden / Islington	62	1%
Waltham Forest / Hackney	68	1%
Other areas	86	2%
Total	4589	100%

In addition to the areas identified above and shown in Table 1 respondents have also been grouped by postal district as shown in Table 2 below. The level of detail shown in Table 2 is unusual with standard consultation models because participation levels are typically too low to give such detail. However market research enables much more detailed analysis and in this instance shows a good response rate throughout the borough.



This type of detail gives clear information on consistency of opinion across the borough.

Table 2

Postcode area	Count	Column N %
Essex & southeast London	35	1%
East London	69	2%
EN	90	2%
INT	14	0%
N1	12	0%
N10	603	13%
N11	236	5%
N13	16	0%
N15	594	13%
N17	532	12%
N19	28	1%
N2	17	0%
N22	695	15%
N4	323	7%
N6	348	8%
N8	882	19%
Herts & North London	45	1%
West London	50	1%
Total	4589	100%

A large number of postal districts outside the borough have been grouped together as visitor numbers were too low to offer useful analysis. Thus visitors to Haringey from Hounslow, Gunnersbury, Uxbridge and Feltham postcodes are grouped as: West London. In addition to examining how opinions may vary by location; the information includes the views of businesses as well as residents. On many consultation topics, businesses have views which are different to those of residents and the present study includes 1000 businesses in addition to nearly 3000 residents. Table 3 shows the detail.

Table 3 Response type

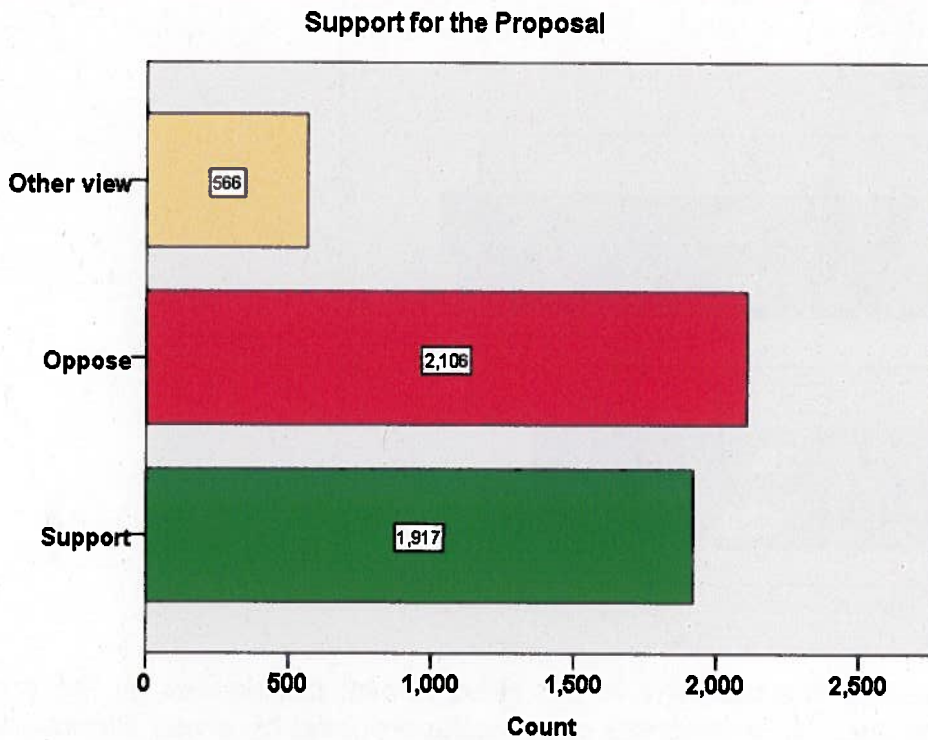
Response group	Count	%
Resident	2945	64%
Business	1000	22%
Visitor	644	14%
Total	4589	100%



Section 2 Data Analysis

2.1 Support or Oppose

Table 4

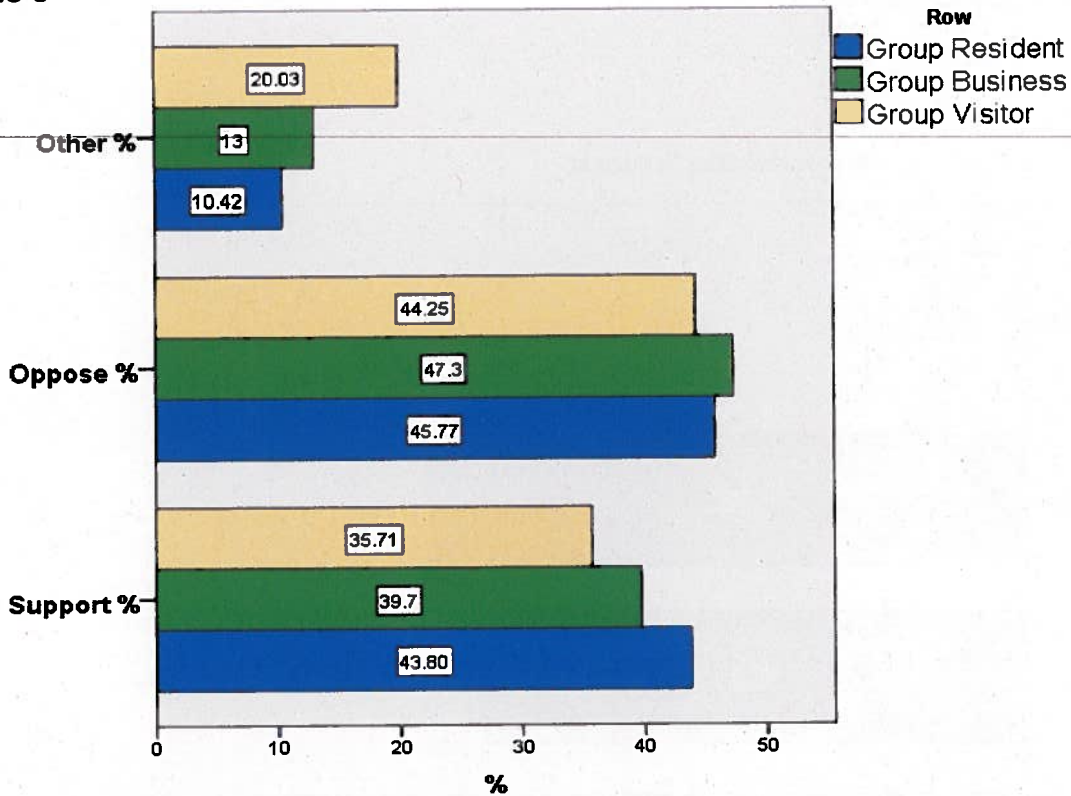


Opinion	Support	Count	%
	Support	1917	42%
	Oppose	2106	46%
	Other view	566	12%
	Total	4589	100%



2.2 Support or Oppose – by resident / business / visitor

Table 5



Residents are depicted by the blue line in the chart above, businesses by the green, visitors by the sand colour. While residents oppose the proposal by a very slim majority, businesses and visitors are significantly more likely to oppose the proposal. Many businesses tend to see the scheme in terms of a further restriction on customers who use their cars for shopping. Data are summarised in the table below. Percentages in this table read across.

		Opinion		
		Support	Oppose	Other view
Group	Resident	44%	46%	10%
	Business	40%	47%	13%
	Visitor	36%	44%	20%



Table 6
2.2 Support or Oppose – by respondents ‘home’ location

Resident of:		Opinion		
		Support	Oppose	Other view
		Row %	Row %	Row %
Haringey West	42%	47%	11%	
Haringey Central	41%	46%	13%	
Haringey East	43%	45%	12%	
Enfield / Barnet	35%	52%	13%	
Camden / Islington	39%	47%	15%	
Waltham Forest / Hackney	50%	43%	7%	
Other areas	41%	38%	21%	

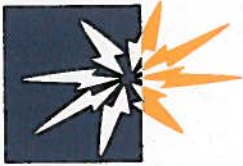
Percentages read across in order to show level of support within each zone. Thus in Haringey West 42% support the proposal while 47% oppose it; with 11% have other views.

The table below shows support and opposition by postal districts

Table 7

Postcode area		Opinion					
		Support		Oppose		Other view	
		Count	Row %	Count	Row %	Count	Row %
Essex & southeast London		14	40%	16	46%	5	14%
East London		36	52%	28	41%	5	7%
EN		32	36%	45	50%	13	14%
INT		5	36%	6	43%	3	21%
N1		7	58%	4	33%	1	8%
N10		245	41%	289	48%	69	11%
N11		100	42%	112	47%	24	10%
N13		5	31%	10	63%	1	6%
N15		244	41%	282	47%	68	11%
N17		239	45%	220	41%	73	14%
N19		7	25%	17	61%	4	14%
N2		11	65%	4	24%	2	12%
N22		289	42%	320	46%	86	12%
N4		133	41%	144	45%	46	14%
N6		138	40%	170	49%	40	11%
N8		369	42%	403	46%	110	12%
Herts & North London		23	51%	16	36%	6	13%
West London		20	40%	20	40%	10	20%
Total		1917	42%	2106	46%	566	12%

Individual postal districts with very few respondents have been grouped into larger categories. Note that EN denotes Enfield /Barnet. INT denotes international visitors



2.3 Reasons for support or opposition

All respondents were asked to comment briefly on the reasons for their view. Their comments have been classified into categories to facilitate meaningful analysis. Over one third of respondents made no comments.

Table 8 number counts

Comment group		Opinion			Total Count
		Support Count	Oppose Count	Other view Count	
	Enforce 30 effectively - no need to reduce limit to 20mph	0	436	57	493
	Needs enforcing - people won't stick to it	109	80	31	220
	Islington example	16	31	3	50
	Agree with 20 on residential roads and schools - but not on roads which can easily sustain 30mph	56	710	86	852
	Safer for children and elders - will reduce accidents	516	9	14	539
	Excessive speeding (including buses)	119	13	0	132
	Cycle lanes needed (will also reduce pavement cycling)	55	43	7	105
	Unnecessary - spend money more sensibly	0	315	18	333
	Good idea	183	2	5	190
	Other	17	38	26	81
	No comments made	846	429	319	1594
	Total	1917	2106	566	4589

Those who oppose the proposal do so for three main reasons:

- 1 Respondents reject a blanket 20 limit on roads without extensive frontage development, as these are considered suitable to sustain a 30mph limit. This group of respondents does however accept the case for lower speeds around schools and on residential side roads. Roads around schools and residential side roads are often heavily parked and may well have bends and numerous small side roads which mean that visibility is limited and a 20mph limit is widely seen as logical and often necessary.
- 2 Respondents do not see any need for a blanket 20 limit and that attention should be given to enforcement of the existing 30mph limit. They do not believe it will be enforced and therefore achieve low compliance.
- 3 Respondents take a more negative approach and do not consider that the council has made a good case and that the exercise is a waste of tax payers' money which could be put to better use elsewhere.



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Those who support the proposal do so for the principal reason which is that a 20 limit will offer safer roads - most notably for children and elders – and will reduce the occurrence of road accidents. Most feel it will address speeding issues and other simply feel it is a good idea.

The numbers are also represented as percentages in Table 9

Table 9 percentages (read across)

		Opinion			
		Support	Oppose	Other view	Total
Comment group		Row %	Row %	Row %	Row %
	Enforce 30 effectively - no need to reduce limit to 20mph	0%	88%	12%	100%
	Needs enforcing - people won't stick to it	50%	36%	14%	100%
	Islington example	32%	62%	6%	100%
	Agree with 20 on residential roads and schools - but not on roads which can easily sustain 30mph	7%	83%	10%	100%
	Safer for children and elders - will reduce accidents	96%	2%	3%	100%
	Excessive speeding (including buses)	90%	10%	0%	100%
	Cycle lanes needed (will also reduce pavement cycling)	52%	41%	7%	100%
	Unnecessary - spend money more sensibly	0%	95%	5%	100%
	Good idea	96%	1%	3%	100%
	Other	21%	47%	32%	100%
	No comments made	53%	27%	20%	100%
	Total	42%	46%	12%	100%

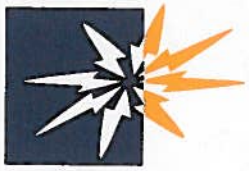
Some residents and visitors refer to the example of Islington, but the majority who do so use this as a reason for *not* introducing the scheme in Haringey. Over 100 respondents who support or object to the proposal also comment on the need for segregated cycle lanes. Many of these comment on the problems of reckless cycling and cycling on pavements.



Table 10 Comments by area (percentages read down)

Comment group		Resident of:			
		Haringey West Col %	Haringey Central Col %	Haringey East Col %	Visitors Col %
	Enforce 30 effectively - no need to reduce limit to 20mph	9%	12%	11%	12%
	Needs enforcing - people won't stick to it	5%	6%	3%	1%
	Islington example	1%	1%	0%	3%
	Agree with 20 on residential roads and schools - but not on roads which can easily sustain 30mph	18%	19%	17%	22%
	Safer for children and elders - will reduce accidents	10%	13%	11%	17%
	Excessive speeding (including buses)	3%	3%	3%	1%
	Cycle lanes needed (will also reduce pavement cycling)	3%	3%	1%	1%
	Unnecessary - spend money more sensibly	7%	9%	6%	5%
	Good idea	4%	5%	3%	5%
	Other	2%	2%	1%	1%
	No comments made	37%	28%	44%	33%
	Total	100%	100%	100%	100%

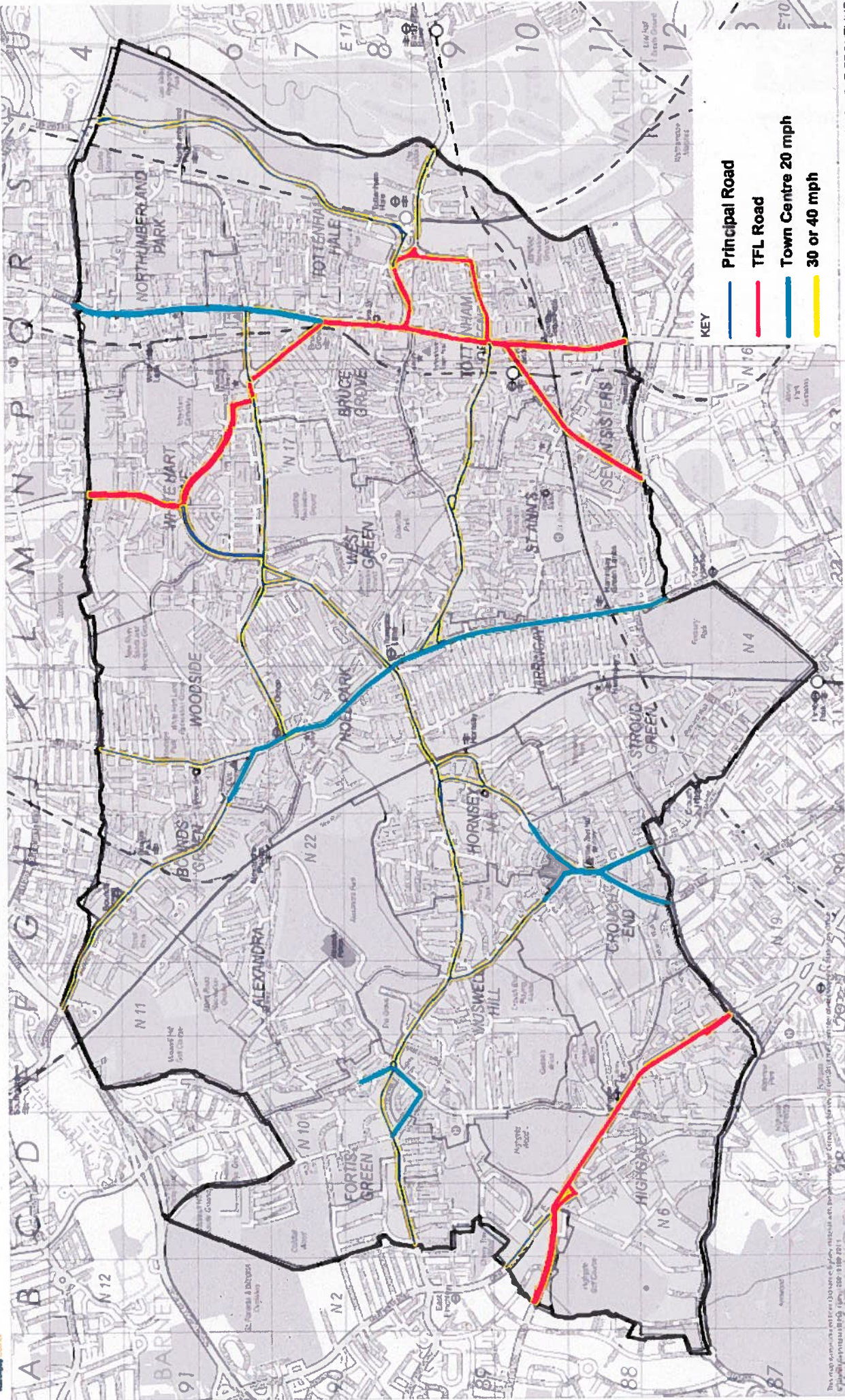
Views and comments are consistent across the borough with all areas agreeing on the key factors underpinning their views



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Appendix 4 – Indicative non-20mph Network

Appendix 4 - Indicative Non - 20mph Network



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