

# Summary Research Report

A 20mph speed limit in Haringey?



## Introduction and method

Local authorities are currently empowered to introduce their own 20mph speed limits and zones.

Whereas 20mph zones are enforced by physical traffic calming measures; 20mph limits rely on signs.

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).

### Survey method

In order to achieve an accurate picture of public opinion amongst road users on the proposal for a borough wide 20mph limit; the council carried out market research, with on-street interviews at fourteen locations across the borough: 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. Online forms and Freepost feedback cards were available for individuals and organisations to submit their views.

### 1.3 Details of responses and response types

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

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

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

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

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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 including such 'hard-to-reach' areas as the N6 postcode.

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

Table 2

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



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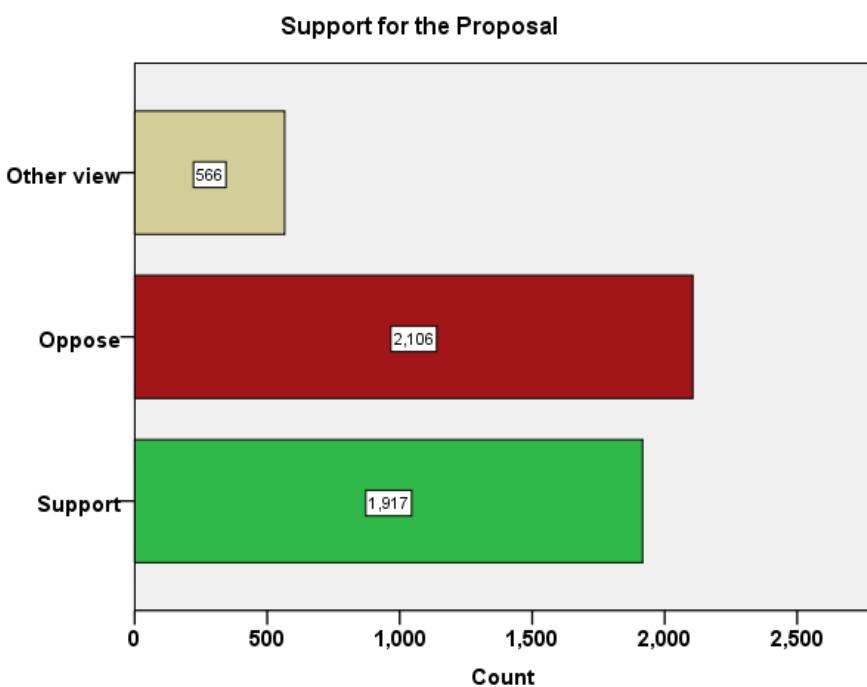
different to those of residents and the present study includes 1000 businesses in addition to nearly 3000 residents. Table 3 shows the detail.

Table 3 Response type

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

## Section 2 Data Analysis

Table 4





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### Support or Oppose

44% of residents support a borough-wide 20mph limit. 46% oppose a borough wide limit

Visitors and many businesses are less likely to support a borough wide limit

		Opinion		
		Support	Oppose	Other view
		Row N %	Row N %	Row N %
<b>Group</b>	<b>Resident</b>	44%	46%	10%
	<b>Business</b>	40%	47%	13%
	<b>Visitor</b>	36%	44%	20%

### Reasons for support or opposition

Respondents were asked to comment briefly on the reasons for their view. Their comments have been classified into categories to facilitate analysis.

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

710 respondents reject a blanket 20 limit on roads without extensive frontage development, because they see such roads as capable of sustaining a 30mph limit. They do however accept the argument for lower speeds around schools and on residential and side roads. Such roads are



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often heavily parked and may well have bends and numerous junctions where visibility can be limited. In such cases a 20mph limit is widely seen as logical and necessary.

Secondly, 436 respondents do not see any need for a blanket 20 limit and that attention should be given to enforcing the existing 30mph limit.

A minority of 315 respondents comment that the exercise is a waste of taxpayers' money which could be put to better use elsewhere.

Those who support the proposal believe that a 20 limit will offer safer roads - most notably for children and elders – and will reduce the occurrence of road accidents. 516 respondents have submitted this argument. A further 109 comment that they support 20mph limit but it needs enforcing. 119 respondents say they think it will tackle the problem of speeding and 183 think it is a good idea.

The numbers are also represented as percentages in the table below

Percentages (read across)

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



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### 2.4 Example verbatim comments

1 Comments opposing a blanket borough-wide limit

*I thought speed humps were used where necessary*

*No one will take any notice of it*

*In Islington I have found that when I drive at 20mph in the 20mph zones other drivers become angry and will aggressively overtake me. I'm concerned that the reckless driving that a 20mph limit can create would be counterproductive. I support 20mph limits on smaller roads or residential roads as currently in place. But I feel 20mph speed limits on all roads will lead to driver frustration and dangerous driving.*

*All roads except those in grey should be 20mph. Those in dark grey should remain 30mph as drivers need to go about their business whether for business or leisure. I do keep within the 20mph limit on side roads; however other drivers often tailgate or try to overtake me.*

*Around schools, hospitals, residential etc., yes but not generally needed*

*Can't be everywhere. OK around schools and with road humps*

*I feel that a blanket 20mph would slow down traffic even further on already congested routes. I also think that pollution in Haringey would increase as cars would be stuck in traffic jams as a result. The current restrictions are more than adequate, taking into consideration areas near schools and on quiet residential streets. I would like busier main roads to remain at 30mph*

*Enforce current speed limits*

*Even with speed humps and cameras, people still speed*

*For a lot of roads yes, esp. school term time but for certain roads 30mph is OK. However the idiots who exceed that get away with it. This is what should change. I have drivers hooting behind me when I stick to 20 in Priory Rd and I think it might add to congestion, so it's better to keep traffic moving.*

*I am not sure that a 20mph limit will deter drivers who already drive too fast. And in fact in most minor roads in Haringey it is not possible to drive more than 20mph. It would be costly to paint signs on roads and erect signs when Haringey is strapped for cash for very vital services.*

*I believe the speed limit should be set at a number determined by evidence (from other boroughs). I think 20 mph is too slow for efficient traffic flow. As a daily cyclist from Crouch End to Liverpool*



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*Street through the 20 mph zone in Islington I see most road users drive at ~30 mph and brake sharply where there are speed cameras. This is quite dangerous for cyclists. The collisions/hear misses I have had with cars tend to be when there is a lot of traffic on the road. One could suppose if the speed limit is reduced this could increase congestion and therefore increase the frequency of collisions. But without good evidence how can one know? The Public Consultation does not specify sufficient evidence - it offers some statistics from RoSPA but fails to put this in the context of other effects such limits may have on road safety.*

*I can't drive much over 25 anyway, but 20 seems too slow*

*I see this as an unnecessary restriction in traffic and am totally against it. 30mph is a perfectly acceptable speed limit. The typical arguments in favour of reduction to 20mph - i.e. road safety - seem to ignore the importance of pedestrians to be traffic and Highway Code aware in order to cross the road safely.*

*I spend more time looking at the speedo rather than on the road (when in a 20 limit). Driving involves constant gear changing and added noise and pollution. OK on side roads but not on main through routes NOT on main roads*

*OK on residential side roads but not on main roads*

*Only around schools and narrow roads*

*Only around schools - otherwise frustrating*

*Only residential roads*

*Only around schools etc. All over is a joke*

*Only around schools. We don't see many accidents at 30mph*

*Only at risk areas*

*Only in roads near schools or which are quiet residential*

*Only on residential roads*

*Only schools / residential*

*Speed humps would be better*

*Deal with pavement cycling*

*Traffic should be kept moving. How many cyclists obey the rules?*

*An excuse to issue fines*

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*I don't drive*

*Expect the council will copy Islington*

*Extreme to put it everywhere*

*Few accidents here, so why change? We need facts*

*Have you got nothing better to spend money on?*

2 Comments in support of a borough-wide limit

*They speed down the hill*

*Cycles need to obey limits*

*Cycles should be in separate lanes from cars*

*Cyclists*

*I cycle*

*I cycle and I see reckless and stupid drivers*

*I cycle everywhere*

*More designated cycle lanes - clearer ped crossings with brighter lights*

*Regulate cyclists*

*Good idea*

*Have witnessed many RTAs*

*I think it's a great idea to introduce a borough-wide 20mph speed limit. The proposals would certainly make Shepherds Hill, where I live, safer than present, particularly as it is used as a shortcut to Crouch End because of the one way system in operation there. Many supermarket HGVs also use Shepherds Hill for deliveries to the various shops in Crouch End. The road has almost no crossing points, which makes it difficult to cross the road safely during rush hour. My flat overlooks the road and I frequently see vehicles travelling along Shepherds Hill at speeds in excess of 30mph. In some cases, this has resulted in collisions at the mini roundabout at the junction with Stanhope Road. The latest of which a few months ago involved a hit and run*



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*collision between two cars where one car failed to stop after the collision. The other car mounted the pavement and came to a stop because it hit a wall, narrowly missing the adjacent post box. Thankfully, the driver appeared largely unhurt.*

*No-brainer*

*One of my friends died on Archway Road*

*Reckless drivers*

*Road has hills - fantastic idea*

*Shepherds Hill and Stanhope Rd need 20mph*

*The speed limit is long overdue. The council has a responsibility to show leadership in promoting the safety and well-being of its residents. This is especially important when it comes to the safety of children and elderly pedestrians. There are too many cars travelling at speed along small residential streets, Claremont Road and Avenue Road are prime examples. As a parent, I welcome this proposal.*

*Yes - even if it were only applied to Priory Gardens we would support it. One advantage of a borough wide policy is minimal ugly signage on individual streets*

*Archway road is a death trap*

*Ban lorries from the high street*

*More humps and cameras needed*

*More pedestrian only areas*

*Need to monitor accident reduction*

*Traffic speeds serious problem on Hampstead Lane and Highgate North Hill. Traffic calming measures are also needed on these roads and a few more pedestrian crossings*

*Will motorists take notice of it? Will there be cameras or spot checks by police to enforce this speed limit?*

*I'm used to it in Islington*

*20 mph is an appropriate speed limit for the types and use of roads in Haringey.*

*Agree - it's nearly everywhere, anyway*

*Too many crazy drivers about*

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*Very dangerous here - young people drive very fast*

*Will be safer for kids*

*Will be safer for pedestrians*

*Will hopefully prevent more accidents*

*Will prevent accidents and insurance claims. A win-win situation*

*Will reduce accidents*

*Will stop people being knocked over*

*Yes because of schools*

*Driving is too fast and dangerous. People should use public transport.*

*Many people need to slow down*

*People drive more than 30mph*

*So busy that traffic is slow anyway. However does stop speeding*

*Speed is not good for the driver or the pedestrian*

*Speed not good for drivers or pedestrians*

*Will reduce speeding and stupid driving*

*Also have cycle lanes*

*Cyclists should have to pass a road test and should observe the Highway Code*

*Cycling safety is a an issue on main roads*

*Need cycle lanes in Wightman Road area*

*Separate cycle lanes*

*Separate cycle lanes Good idea*

*Great idea!!*

*I'm not a driver - it's good*

*I've read the BMJ research, funded by TfL, which demonstrated that 20mph zones in London reduced road casualties by 40% (particularly for children and particularly for serious injuries and*



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*death). I have children and live on the outskirts of the borough, therefore I would like you to put in place policies that make it less likely that my children or I will be killed or seriously injured on your roads.*

*It's all or nothing*

*Should be reduced. HGVs using the ladder roads should be regulated*

*Should include taxis and buses*

*Would be better*

*20MPH will only work when the limit is widespread and not contained to small localised areas. Boroughs surrounding Haringey already are, or are close to implementing, a 20mph general speed limit. This is an opportunity for Haringey to join this movement and make a large area of North London 20mph.*

*I understand the council wants to put this in*