

Summary Research Report

A 20mph speed limit in Haringey?



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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 %
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%

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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 %
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

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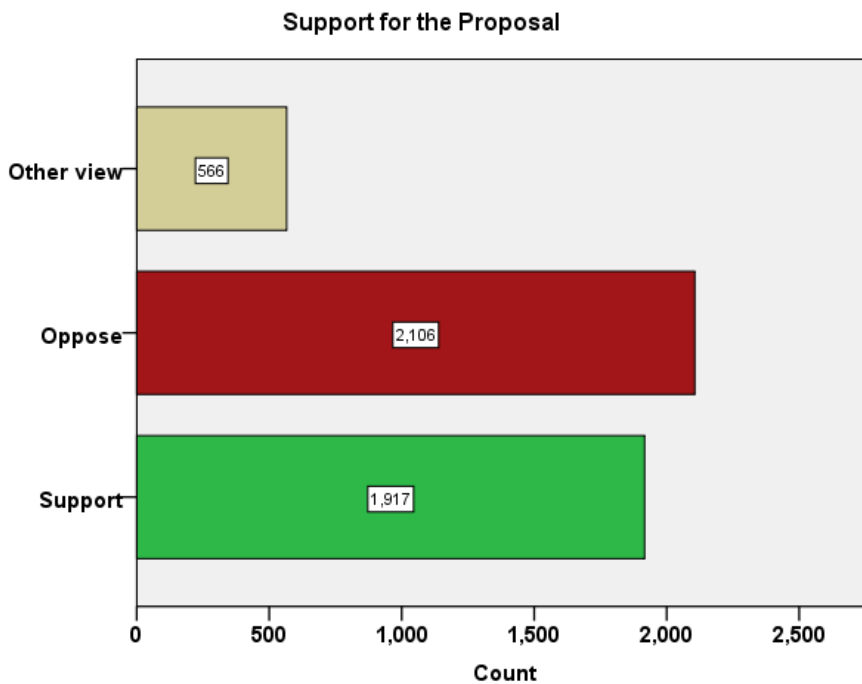
different to those of residents and the present study includes 1000 businesses in addition to nearly 3000 residents. Table 3 shows the detail.

Table 3 Response type

		Count	%
Response group	Resident	2945	64%
	Business	1000	22%
	Visitor	644	14%
	Total	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 %
Group	Resident	44%	46%	10%
	Business	40%	47%	13%
	Visitor	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.

		Opinion			
		Support	Oppose	Other view	Total
		Count	Count	Count	Count
Comment group	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

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)

		Opinion			
		Support	Oppose	Other view	Total
		Row %	Row %	Row %	Row %
Comment group	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%

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 over take 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/near 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