

London Borough of Richmond upon Thames

20mph Consultation





April 2014

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1. SUMMARY OF MAIN FINDINGS
* 42% of respondents were in Whitton, 37% in Kew and 20% Hampton Hill High Street.
* 55% of respondents were male and 45% were female.
* 7% of residents were aged under 35, 38% were aged between 35 and 54, and 54% were aged 55 or over.
* 7% consider themselves to have a disability.
* The majority of respondents (90%) described themselves as White or White British.
* Respondents who live in Whitton/Heathfield and Kew were asked their connection with the borough. The vast majority (99%) said they live in the borough.
* Respondents who live near Hampton Hill High Street, local business owners and visitors were asked their connection with the High Street. 84% said they live in or close to the high street, 58% visit or shop in the High Street.
* 96% of respondents owned a car and just under half (48%) were a cyclist.
* 60% agreed with the statement ‘I believe the use of 20mph speed limits to be effective in controlling vehicle speeds’ (30% disagreed)
* 51% agreed with the statement ‘I support an area wide 20mph speed limit in my area’ (44% disagreed)
* Respondents in Whitton and Kew were asked where the 20mph speed limit should be implemented. 40% said the 20mph speed limit area should include only residential roads, 25% said it should be on both residential and main roads and only 3% said only on main roads. Almost a third (32%) said it shouldn’t be implemented on residential or main roads.
* Respondents were asked to what extent they would support a 20mph speed limit encompassing the whole borough. Around a third (33%) agreed and over half (58%) disagreed.
1. INTRODUCTION

London Borough of Richmond commissioned Snap Surveys to conduct their 20mph Consultation. This report contains the research findings.

Snap Surveys certify that this research was conducted in accordance with ISO20252:2006 and ISO 9001:2008.

* 1. Background and objectives

There is currently national and regional discussion on the subject of 20mph speed limits and 20mph speed zones. The difference between 20mph speed limits and 20mph speed zones is that:

A **20mph speed limit** scheme seeks to reduce speeds by the usage of signage, indicating to motorists that they are entering or exiting an area with a different speed limit and replies on respect by motorists rather than Police enforcement.

A **20mph speed zone** incorporates traffic calming features such as road humps etc.

A decision was taken by the Council in a meeting of the Cabinet on the 12th December 2013 to consult the residents in two areas Whitton / Heathfield, Kew and to gauge their views about 20mph speed limits. It was also decided to consult residents from roads around Hampton Hill High Street, local businesses and visitors to the High Street.

* 1. Methodology

Three separate and tailored questionnaires were produced, one each for:

* Whitton/Heathfield
* Kew
* Hampton Hill High Street

Questionnaires and accompanying letter were posted to the three locations. Respondents had the option to complete a paper questionnaire and return it using a post paid addressed envelope to the Council or completing a relevant questionnaire on-line by Friday 28th March.

After de-duping, 5,114 responses were received (4,355 paper and 759 online)

The table below shows the percentage response rate from each location.

|  |  |  |  |
| --- | --- | --- | --- |
| Location | Sent | Received | Response rate |
| Total | 18,300 | 5,114 | 27.9% |
| Whitton/Heathfield | 8,200 | 2154 | 26.3% |
| Kew | 7,100 | 1912 | 26.9% |
| Hampton Hill High Street | 3,000 | 1048 | 34.9% |

* 1. Analysis of results

Figures in this report are generally calculated as a proportion of respondents who answered each question – that is, excluding No Reply. Results to all rating scale questions are based only on those giving an opinion, i.e. excluding those answering Don't know/Not applicable/No opinion/Can't remember. Percentages in a particular chart will not always add up to 100%. This may be due to rounding, or because each respondent is allowed to give more than one answer to the question.

* 1. Structure of this report

The main body of the report is divided into the following sections, which look at the survey results in detail:

* Respondent profile
* Your views

The appendix contains a copy of the questionnaire, listings of respondents’ comments, and a full set of data tabulations.

1. RESPONDENT PROFILE
	1. Introduction

This section of the report profiles the respondent.

* 1. Area

42% of respondents were in Whitton, 37% in Kew and 20% Hampton Hill High Street.



* 1. Gender

55% of respondents were male and 45% were female.



* 1. Age

7% of respondents were aged under 35, 38% were aged between 35 and 54, and 54% were aged 55 or over.



* 1. Disability

7% of respondents consider themselves to have a disability.



* 1. Ethnicity

The majority of respondents (90%) described themselves as White or White British.

* 1. Connection to the borough

Respondents who live in Whitton/Heathfield and Kew were asked their connection with the borough. The vast majority (99%) said they live in the borough.



* 1. Connection to Hampton Hill High Street

Respondents who live near Hampton Hill High Street, local business owners and visitors were asked their connection with the High Street. 84% said they live in or close to the high street, 58% visit or shop in the High Street.



* 1. Car owner or Cyclist

96% of respondents owned a car and just under half (48%) were a cyclist.



1. YOUR VIEWS
	1. Introduction

This section looks at respondents’ views concerning the use of 20mph speed limits

* 1. 20mph speed limits

60% agreed with the statement ‘I believe the use of 20mph speed limits to be effective in controlling vehicle speeds’ (30% disagreed)



Results varied by area, with those in Kew being significantly more likely to agree (65%) that the use of 20mph speed limits is effective in controlling vehicle speeds compared to those Hampton Hill High Street (60%) and Whitton (54%).

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| % Agree | Total | Whitton | Kew | Hampton Hill High Street |
| I believe the use of 20mph speed limits to be effective in controlling vehicle speeds | 60% | 54% | 65% | 60% |
| % Disagree |  |  |  |  |
| I believe the use of 20mph speed limits to be effective in controlling vehicle speeds | 30% | 35% | 25% | 28% |

51% agreed with the statement ‘I support an area wide 20mph speed limit in my area’ (44% disagreed)



Again, results varied by area with respondents from Kew being more likely to agree (56%) compared with those in Hampton Hill High Street (51%) and Whitton (47%).

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| % Agree | Total | Whitton | Kew | Hampton Hill High Street |
| I support an area wide 20mph speed limit in my area | 51% | 47% | 56% | 51% |
| % Disagree |  |  |  |  |
| I support an area wide 20mph speed limit in my area | 44% | 49% | 40% | 43% |

* 1. Areas to be include 20mph speed limits

Respondents in Whitton and Kew were asked where the 20mph speed limit should be implemented. 40% said the 20mph speed limit area should include only residential roads, 25% said it should be on both residential and main roads and only 3% said only on main roads. Almost a third (32%) said it shouldn’t e implemented on residential or main roads.



Respondents based in Kew were more likely to say that the 20mph speed limit area should only be implemented on residential roads (43%) compared with those in Whitton (37%). Respondents based in Whitton were significantly more likely to say that the speed limit shouldn’t be implemented in either residential or main roads compared with those based in Kew (35% vs 29%)

* 1. 20mph speed limits encompassing the whole borough

Respondents were asked to what extent they would support a 20mph speed limit encompassing the whole borough. Around a third (33%) agreed and around a half (58%) disagreed.



As with previous questions, respondents based in Kew were more likely to agree (38%) compared with Whitton (32%) and Hampton Hill High Street (27%).

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| % Agree | Total | Whitton | Kew | Hampton Hill High Street |
| Support a 20mph speed limit encompassing the whole borough | 33% | 32% | 38% | 27% |
| % Disagree |  |  |  |  |
| Support a 20mph speed limit encompassing the whole borough | 58% | 59% | 53% | 64% |

* 1. Other considerations

Respondents were asked to specify anything else that they think should be considered in relation to 20mph speed limits. These responses were coded into themes. The top 10 themes have been charted below. A full list of comments can be found in the appendix.



**Whitton**



Example comments from residents of Whitton.

|  |
| --- |
| “Police enforcement should be maintained during periods when traffic is light and 'speedsters' are more likely to offend." |
| "Although I fully appreciate the cost factor involved, I feel that more intensive use of speed cameras and rigorous enforcement of the current speed limits involving the regular prosecution of offenders." |
| "Ambulances and fire engines, etc., so no humps please." |
| "Although against 20mph limits, if it means getting rid of the damn road humps, then I would go along with it. When are the planners of road humps going to wake up that these things cause more pollution, because of the slowing down and speeding up again. Plus the damage to vehicles." |
| "Agree they should be a limit near schools but only during busy periods, i.e. dropping off and picking up." |
| "Additional signage is a blight on the area. Speed humps and road calming are a dangerous distraction to drivers. This is unnecessary and high expensive bureaucracy." |

**Kew**



|  |
| --- |
| “The number of elderly people in this area. Crossing the road is both dangerous and scary.” |
| "20mph limit should apply at Kew Bridge, Kew Green main road plus the A205 Mortlake Road from the Green until Kew Retail park due to volume of traffic. I have frequently seen dangerous driving in those regions (e.g. Pedestrian crossing being frequently broken when red NEAR a school).”  |
| "A 20mph speed zone should not incorporate traffic calming features, such as road humps, etc."“Please no speed humps. They cause extra traffic noise and slow down police and ambulances."“The 20mph limit in Richmond / Bushy parks are generally observed on the basis that they are unique locations - more widespread implementation will lead to frustration and lack of observance, particularly as there is no police enforcement. “ “The 20mph should only apply to residential areas due to noise and children on the roads.  |

Example comments from residents of Kew.

**Hampton Hill High Street**

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Example comments from residents of Hampton Hill High Street

|  |
| --- |
| “ Traffic calming speed bumps annoying.” |
| "20mph speed limits, but not 20mph speed zone incorporating traffic calming features, such as road humps, they are noisy, damaging and dangerous.""Agree with speed limit in High Street. Strongly disagree with traffic calming features in High Street. Speed bumps/pads uncomfortable, even at very low speeds, road narrowing disastrous for traffic flow.""A particularly dangerous area in Hampton is by the crossing gates for the station, further complicated by the Waitrose store (perhaps they could share the expense!). A pedestrian crossing is required, with other roads involved as well.""Church Street should be included. The road by Hampton Pool has many accidents due to the parking near the Dukes Head pub. This makes the road narrow and with the slight bend in the road makes it dangerous, so a 20mph limit would be of great benefit."“I strongly support area-wide ENFORCED appropriate speed limits, but would prefer the enforcement to be by actual police officers able to exercise judgement, rather than by revenue raising cameras." |

* 1. Subgroup analysis

The chart below show how respondents support a 20mph speed limit by location. Respondents from Kew were more likely to agree with the proposed speed limits.



The chart below show how respondents support a 20mph speed limit by gender. Females were significantly more likely to support an area wide 20mph speed limit in their area and 20mph speed limits effective in controlling vehicle speeds.



The chart below show how respondents support a 20mph speed limit by age. Respondents aged Under 25 were less likely to agree with each statement.



The chart below show how respondents support a 20mph speed limit by disability. Disabled respondents were more likely to agree with each statement.



The chart below show how respondents support a 20mph speed limit by ethnic group. There were no differences between responses by ethnicity.



The chart below show how respondents support a 20mph speed limit by car owner / cyclist. There were no significant differences.

