

Key Points and Options from 20mph Report.

Introduction:-

The aim of the survey was to seek public opinion from across Kendal in order to ascertain the strength of support for the extension of 20 mile per hour speed limits across the town.

Method:-

The Kendal Town Council 20mph Survey was open to all residents of Kendal and available either on-line or as paper copies

It was.....

- published as part of the Kendal Town Council Newsletter which is delivered to every residential address in Kendal.
- available through the Kendal Town Council website.
- made available at shops on the various estates around the town.

Number and Age Profile of Respondents:-

There were 663 useable responses to the consultation. The majority of the respondents were over 40 years of age (80%), the highest proportion being those between 60 and 80years of age. Only 8.5% of the respondents were from 26 – 39 year age group.

Is 663 a sufficient number to be sure the responses are representative of Kendal as a whole? In 2011, the population of Kendal LAP was 30,171, the largest of all South Lakeland LAPs and 29.1% of the overall population. (Kendal Local Area partnership Profile 2013)

663 is 2.19% of 30,171

Does the age profile of the respondents reflect the age profile of the town?

When looking at the broad age bands, the proportion of 0-15 year olds has reduced over the ten year period between 2001 and 2011 (a fall of 6.7%).There has been an increase of 3.5% in the proportion of 16-64 year olds (working age) since 2001 (a 15.7% increase since 2008).The over 65 age range has increased by 14.8% since 2001; however, there has been a proportionate decrease since 2008. (Kendal Local Area partnership Profile 2013)

If the answers to each of the above questions is yes then it is worth making judgements from the remainder of the questionnaire.

There is no evidence to suggest that the overall response has been skewed by any particular interest or lobby group.

KTC needs to make a decision whether the number and age profile of the respondents is a sufficient and appropriate sample from which to draw conclusions .

Support for the principle of 20mph:-

Approximately 60% were in favour of the idea of 20mph restrictions whilst 35% were not. This suggests a strong mandate for 20mph limits in some shape or form.

The strength of support

.....increased with the age of respondents.

.....increased inversely with frequency of travel. (The less frequent the journeys the greater the support for 20mph).

.....is similar for all groups of people whether their connection to Kendal was living, working or shopping (or combination of all three) in the town. For people who drive in Kendal as part of their job the difference between those in favour and those not was less pronounced (53%/43%).

Interestingly the 43 students, the majority of whom were under 16, bucked the trend with only 33% as against 47% supporting the principle of 20mph.

..... is significant for frequent travellers whose 'prime' purpose is commuting to work (62%/ 35%) and the daily school run (52%/ 30%).

.....is also significant for travellers whose 'prime' purpose is shopping (62%/34) or leisure (67%/27%).

.....is not impacted by the time of day respondents indicated that they travel in and around the town.

..... was significant amongst the cohorts of pedestrians, cyclists, car drivers and car passengers as it was with smaller cohorts such as people with push chairs, bus passengers and people on mobility scooters. Motor cyclists

The sample provided by the respondents to the questionnaire indicates strong measures of support for the principle of 20mph across the population as a whole with the only significant variations being those associated with age. However the validity of the variance in younger age groups could be questioned as the sample numbers are small (Under 16yrs – 38; 16 to 25yrs–13; 26 to 39yrs-57).

Advisory or Mandatory?

The majority of respondents indicated a preference for mandatory (51%) 20mph limits as opposed to advisory (42%) ones.

It is worth noting, and probably predictable, that the Mandatory/ Advisory preference falls broadly in line with the Yes/ No preference for the principle of 20mph. I.e 77% of the 394 respondents in support of 20mph were in favour of mandatory limits whilst 81% of the 226 respondents against 20mph limits preferred advisory limits.

The strength of support for mandatory limits.....

..... increased inversely with the frequency of travel. (The less frequent the journeys the greater the support for mandatory limits).

..... is not impacted by the time of day respondents indicated that they travel in and around the town.

.....is similar for the cohorts of pedestrians, car drivers, car passengers. Small cohorts of pedestrians with push chairs, cyclists and bus users reflect a similar preference. However the even smaller cohorts of motor cyclists and users of mobility scooters suggest a preference for advisory limits.

The sample provided by the respondents to the questionnaire indicates a preference across the population as a whole for Mandatory limits.

If 20mph, where?

There is insufficient support for a 'blanket' 20mph limit across Kendal as a whole (34% agree or strongly agree/ 50% disagree or strongly disagree).

There is insufficient support for 20mph 'only where residents request it' (31%/ 42%).

There is support for 20mph on residential roads (54%/34%).

The sample provided by the respondents to the questionnaire indicates significant support for further 20mph mandatory limits on residential roads.

The choices open to Kendal Town Council are as follows.....

To decide whether the sample size and range is an appropriate sample on which to base further decisions.

- **If the sample is considered insufficient.....**
 - whether or not it is of value to attempt to gather more information.

- **If the sample is considered sufficient.....**
 -to determine a policy on further 20mph schemes including ..
 - i. **recommendations about which other residential areas of Kendal require 20mph limits which by implication means determining what is meant by 'residential' in the Kendal context.**
 - ii. **whether it is appropriate to incur expenditure on extending advisory 'twenty's plenty' schemes in light of the evidence that the majority of support for advisory speed limits comes from those who are against 20mph limits in principle and by inference can choose to ignore them .**
 - iii. **whether or not to advocate to the higher tiers of local government any recommended extension to existing 20mph limits and the form they should take.**

