

## **Background - Speed Limits in Little Cornard**

The only speed limit that is not a National Speed limit applies is the main B1508 Sudbury to Bures Road which is now 30/40/30 mph road.

All our small single-track roads off the B1508 are 60 mph roads, albeit quiet lanes and a small part that is 30 mph in Chapel Lane.

The department of transport has asked local Highway Authorities to consider introducing more 20 mph limits and zones in urban areas and built-up village streets that are primarily residential. There are more than 2,000 schemes in operation in England. The majority of these are 20 mph zones.

The Department for Transport Circular 01/13, 'Setting Local Speed Limits' states that "Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit.

### **The view of Suffolk Police**

The National Police Chiefs' Council (NPCC) speed enforcement guidelines include thresholds for enforcement across all speed limits and are intended to underpin a consistent policing approach. Within that framework Suffolk Constabulary will take a responsible and proportionate approach to enforcement of 20mph limits based on our assessment of risk to individuals, property and the seriousness of any breach. Police enforcement in 20mph limits and zones will not routinely take place but may be appropriate if:

- There is clear evidence of significant non-compliance
- Injury collision history supports such action Where drivers are regularly and wilfully breaking the law officers will enforce the limit and seek to prosecute offenders.

However, education also forms an important part in keeping our roads safe. Suffolk is fortunate to have volunteers across the county who are committed to making their roads safer through the Community Speed Watch (CSW) scheme. Where a CSW exists for an area the Safety Camera Team will now inform them if there are complaints or concerns expressed about a 20-mph limit. This allows the CSW to deploy, monitor and in some cases educate drivers and this is supported by enforcement options by the local neighbourhood team if required.

## **Suffolk County Council Threshold Criteria for Initial Consideration of Potential Schemes**

The Council will evaluate schemes against this methodology on a location-by-location basis.

Unless in exceptional circumstances, locations **will not be** considered for 20mph schemes where **any** of the following apply:

1. they are on A or B class roads;
2. they have existing mean speeds above 30 mph;
3. there is no significant community support as assessed by the local County Councillor.

In assessing community support, Councillors should review the views of District, Town and Parish Councils and give weight to petitions and residents' views.

Locations will then only be considered for 20 mph limits or zones if two out of three of the following criteria are met:

1. current mean speeds are at or below 24 mph;
2. there **is a** depth of residential development and evidence of pedestrian and cyclist movements within the area;
3. there is a record of injury accidents (based on police accident data) within the area within the last five years.

Locations within conservation areas and other areas of high visual amenity will not normally be considered suitable for sign only 20mph limits unless there will be minimal adverse visual impact.

The difference between 20 mph Zones and a 20-mph limit

### **20 mph zones**

20 mph zones are very effective at reducing collisions and injuries. Research in 1996 showed that overall average annual collision frequency could fall by around 60%, and the number of collisions involving injury to children could be reduced by up to two-thirds. Zones may also bring further benefits, such as a modal shift towards more walking and cycling and overall reductions in traffic flow, where research has shown a reduction by over a quarter (Webster and Mackie, 1996). There is no evidence of migration of collisions and casualties to streets outside the zone. (Grundy et al, 2008; Grundy et al, 2009).

It is generally recommended that they are imposed over an area consisting of several roads.

A 20-mph zone is indicated by 20 mph zone entry and exit signs. The statutory provisions (direction 16(1) TSRGD) require that no point within the zone must be further than 50 metres from a traffic calming feature (unless in a cul-de-sac less than 80 metres long).

The Department of Transport has recently made significant changes to facilitate and reduce the cost for providing 20 mph zones in England. Traffic authorities can now place any of the following:

- repeater speed sign
- a speed roundel road marking
- a combination of both signs
- traffic calming features

At least one traffic calming feature must be placed in a 20-mph zone and the features and signing must still be placed at intervals not greater than 100 metres: it is not the intention to remove physical features, but to ensure that the most appropriate measure is used to ensure the continuity of the zone.

These calming measures range from more substantive engineering measures to lighter touch road surface treatments and include, for example:

- road humps
- road narrowing measures - such as chicanes, pinch-points, or overrun areas
- gateways
- road markings
- rumble devices

Only where speeds are already constrained to near the limit should local authorities consider placing the speed limit sign or a roundel marking, in addition to physical features within a zone.

These new arrangements should significantly reduce the requirement for signing and traffic calming features. Traffic authorities can now incorporate wider areas within a 20-mph zone, by effectively signing 20mph speed limits on distributor roads where traffic calming features are not suitable, or for small individual roads or stretches of road, where mean speeds are already at or below 24 mph.

**A zone can be introduced by a local authority without any permissions being sought.** However, this can create a significant issue for enforcement.

If a zone is introduced without a traffic order, then the speed limit applicable will be 30mph as it will fall within the remit of a restricted road, despite the advisory 20mph signs. Obviously in this instance any enforcement work would be around the 30mph speed limit rather than 20mph.

## **20mph limits**

20 mph limits are signed with terminal and repeater signs and do not require traffic calming. Research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are

therefore most appropriate for areas where vehicle speeds are already low

## **Statistics**

As a rule, for every 1 mph reduction in average speed, collision frequency reduces by around 5% (Taylor, Lynam and Baruya, 2000).

For typical types of road traffic collisions, the risk of death for drivers and pedestrians involved reduces with reduced vehicle speeds and it is particularly important to consider those speeds where the balance tips in favour of survival.

Reported road casualty statistics also show the role of exceeding the speed limit and travelling too fast for the conditions as contributory factors in road traffic collisions. In 2011 at least one of these two factors was reported in 12 per cent of all accidents and these accidents accounted for 25 per cent of all fatalities.

## **Benefits**

Important benefits of 20 mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling (Kirkby, 2002). There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used. Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility, tackling congestion and reducing carbon emissions and improving the local environment.

## **Proposal**

I believe that many drivers either do not know what a quiet lane is or simply do not care. Drivers look at speed limit signs.

Little Cornard now needs to go to the next stage and apply to get 20 mph zones for our local roads.

Evidence from successful 20 mph schemes shows that the introduction of 20 mph zones generally reduces mean traffic speed by more than is the case when a signed-only 20 mph limit is introduced.

Historically, more zones than limits have been introduced.

Little Cornard is a rural village and the roads in Little Cornard and Workhouse Green are used by dog walkers, walkers, cyclists, horse riders and farm traffic. It is on the Suffolk Cycle route.

There are two livery stables in the village and a nursery school.

How is it possible to have a 60-mph limit past a nursery school. There have been pedestrian injuries and accidents where both dogs and cats have been killed.

There is clear evidence of the effect of reducing traffic speeds on the reductions of collisions and casualties.

I would like to propose that Little Cornard Parish Council seek to get 20 mph zones on the following Roads:

8lackhouse Lane from the 81508 Junction to Parish boundary.

Kedington Hill from the 81508 junction to Little Cornard Church

Wyatts Lane from the 81508 to Upper Road

Spout Lane from the 81508 to Upper Road

Upper Road from "Canhams" to the Parish boundary opposite Apple Tree Wood.

Please refer to the enclosed map.

Mark J. Smith

## **20MPH SPEED LIMIT POLICY CRITERIA**

### **1.0 Introduction**

- 1.1 Suffolk County Council (the Council) supports in principle the introduction of 20mph speed limits and zones where appropriate to do so.
- 1.2 This policy sets out the background to such limits and the criteria that the Council will use to consider whether to introduce such limits and how potential schemes would be prioritised across the county.
- 1.3 The number of schemes which will be introduced will depend on what funding is made available which may vary over time and is not the subject of consideration in this policy.

### **2.0 Background**

- 2.1 The Department for Transport has asked local Highway Authorities to consider introducing more 20mph limits and zones over time in urban areas and built up village streets that are primarily residential.
- 2.2 20mph zones and limits are now relatively wide-spread with more than 2,000 schemes in operation in England. The majority of these are 20mph zones. 20mph zones require traffic calming measures (which can be a range of road features, including but not restricted to, road narrowing or humps ) or repeater speed limit signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 50m from such a feature. In addition, the beginning and end of a zone is indicated by a terminal sign. Zones usually cover a number of roads. 20mph limits are signed with terminal and repeater signs (minimum of one repeater but dependent on the length of the limit), and do not require traffic calming. 20mph limits are similar to other local speed limits and normally apply to individual or small numbers of roads but are increasingly being applied to larger areas.
- 2.3 There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds; and where collisions do occur, there is a lower risk of fatal injury at lower speeds. Research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6%. There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds.

2.4 Important benefits of 20 mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling. There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used. Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility and tackling congestion, and reducing carbon emissions and improving local environment.

### **3.0 Threshold Criteria for Initial Consideration of Potential Schemes**

3.1 The Council will evaluate schemes against this methodology on a location by location basis.

3.2 Unless in exceptional circumstances, locations will not be considered for 20mph schemes where any of the following apply:

1. they are on A or B class roads;
2. they have existing mean speeds above 30 mph;
3. there is no significant community support as assessed by the local County Councillor.

In assessing community support, Councillors should review the views of District, Town and Parish Councils and give weight to petitions and local residents' views.

3.3 Locations will then only be considered for 20 mph limits or zones if two out of three of the following criteria are met:

1. current mean speeds are at or below 24 mph;
2. there is a depth of residential development and evidence of pedestrian and cyclist movements within the area;
3. there is a record of injury accidents (based on police accident data) within the area within the last five years.

3.4 Locations within conservation areas and other areas of high visual amenity will not normally be considered suitable for sign only 20mph limits unless there will be minimal adverse visual impact. In these areas any 20mph restrictions will normally be through 20mph zones.

#### 4.0 Criteria for Prioritisation of Schemes

- 4.1 Assuming a potential scheme meets the requirements at Section 3 there is a need for a mechanism to prioritise these for consideration to be funded from budgets that may be available from the Council.
- 4.2 If opportunities exist to fully fund 20mph schemes from external sources, councillor locality budgets or as part of a wider project that has already been funded then any 20 mph scheme need only to meet the requirements of Section 3. If such funding is available only to part fund a 20mph scheme then this will not affect the prioritisation for any other available county council funding for 20mph schemes.
- 4.3 The Council aims to ensure that any 20mph schemes have the maximum benefit for the affected communities. The promotion of healthier lifestyles, sustainability benefits, improvements to the social interaction and economic wellbeing of an area are important considerations alongside reduction of accidents or traffic speeds. With these factors in mind a Priority Criteria Matrix incorporating these factors will be used to prioritise schemes using a scoring and weighting mechanism. A copy of the matrix is shown in Annex A.
- 4.4 It is recognised that the matrix scoring relies on both objective and subjective judgements. In order to introduce fairness and importantly consistency in judgement, evaluations will be undertaken by a standing group of officers in consultation with a councillor panel.
- 4.5 For each priority criterion, the score allocated will be multiplied by the weighting against that criterion to give a weighted score. The total priority score for the proposal will be the total of the weighted scores. The higher the total score, the higher the priority. For example:

<b>Criterion</b>	<b>Score Given</b>	<b>Weighting</b>	<b>Weighted Score</b>
Injury accident Record	9	5	45
Conservation Area	5	2	10
Cycling and pedestrian levels which encourage healthy life styles	9	5	45
Deprived areas.	2	3	6
Police support	10	2	20
<b>TOTAL</b>			<b>126</b>



**ANNEX A**

**PRIORITY CRITERIA MATRIX FOR 20 MPH LIMIT**

<b>Criterion</b>	<b>Definition</b>	<b>Low Score (0-3)</b>	<b>Mid Score (4-7)</b>	<b>High Score (8-10)</b>	<b>Weighting (1-5)</b>
<b>Injury accident record</b>	Relevant fatal or Injury accidents recorded by the Police within the area	No accident records over 5 years	1-3 accidents recorded over 5 years	4+ accidents recorded over 5 years	5
<b>Conservation Area</b>	Designated Conservation Area by the Local Planning Authority	No designated area with little architectural or historic interest	Not designated but with some architectural and historic interest	Designated Conservation Area	2
<b>Cycling and pedestrian levels which encourage healthy life styles</b>	Estimate of current and potential levels of cycling and pedestrian levels particularly crossing roads	Little evidence of cycling and pedestrian use or the potential for increased levels. No opportunities to promote cycling and walking for leisure or tourism use or to schools or local amenities.	Some evidence of cycling and pedestrian use and potential for increased levels. Some opportunities to promote because of proximity of tourist offering, schools and local amenities.	High levels of cycling and pedestrian use and good potential for increasing. Likely to be centres of population or tourist areas with amenities, schools or employment centres accessible by walking and cycling.	5

<b>Criterion</b>	<b>Definition</b>	<b>Low Score (0-3)</b>	<b>Mid Score (4-7)</b>	<b>High Score (8-10)</b>	<b>Weighting (1-5)</b>
<b>Deprived areas.</b>	Index of Multiple Deprivation (IMD). National Ranking (2010) by Lower Super Output Area (LSOA) (from Suffolk Observatory Website). IMD includes a range of economic, social and housing indicators into a single score for one area.	25,000+	10,000-25,000	0 to 10,000	3
<b>Police support</b>	The formal view on the Police on any scheme.	Objection or little support.	Some support but possibly with reservations.	Strong unreserved support.	2

### **Clarification for scoring matrix**

- (1) When considering the conservation criterion the Conservation Area should be a significant part of the overall area under review. For this criterion, widths of footways should be a consideration in the scoring within the relevant band.
- (2) Officers will provide available factual evidence of the levels of pedestrian and cyclist use where available. This will include data on local school travel plans and implementation, local cycling strategies and Sustrans routes.
- (3) The Deprived Areas criterion is based on Lower Super Output Areas (LSOAs) which are used for the collection and publication of small area statistics and are more uniform in size and nature than electoral wards or divisions.