



Roz Savage
Improvement and Scrutiny Officer
Corporate Resources
County Hall
Matlock, DE4 3AG

28 September 2015

Dear Ms Savage

20mph Speed Limits on Residential Streets

I would like to respond to the above captioned consultation on behalf of Transition Chesterfield, a local community group working towards a future where we are much less reliant on fossil fuels – the main causes of climate change. We aim to make Chesterfield more resilient and sustainable and a better place to live.

Firstly please note that Transition Chesterfield supports the introduction of 20mph limits in Chesterfield, as a means of reducing road casualties, improving public health and improving quality of life for local residents. The introduction of 20mph areas across Chesterfield was also supported unanimously in 2012 by all 8 of the (then) community forums, the Chesterfield Cycle Campaign and the Chesterfield and North East Derbyshire Pensioners' Action Association.¹

There is now a considerable body of evidence that supports the introduction of 20mph limits for the following reasons:

- **Reduced road casualties** (e.g. 46% reduction from Lancashire County Council's pilot in 3 areas in 2012).² The severity of injuries sustained in an accident is directly linked to a vehicle's speed and according to the most recent Department for Transport (DfT) data, a person is seven times more likely to die if hit at 30mph than at 20mph.

¹ See letter from Transition Chesterfield and Living Streets to Derbyshire County Council's Cabinet Member for Highways and Transport, 14 March 2012.

² See for example Report to the Cabinet Member for Highways and Transport, 10 October 2013. "**Proposed 20mph Speed Limit Order in the Lytham Moss and Heyhouses area of Fylde.**" This reported " preliminary results from pilot studies (in Morecambe, Preston and Burnley) have shown a fall in the number of recorded casualties. Records show that 54 casualties (including 48 slight injuries and 6 serious injuries) have been reported to the police since the 20mph speed limits were introduced in the pilot areas over two years ago. This is compared to 137 casualties (including 119 slight injuries and 18 serious injuries) reported during the three years prior to the introduction of the 20mph speed limits. <http://council.lancashire.gov.uk/ieDecisionDetails.aspx?Id=3822>

- **Increase in walking and cycling** (e.g. a 17.5% increase in walking and cycling was observed across the whole of the Sherwood area)³
- **Improvements in public health** (e.g. a peer-reviewed systematic review of 20mph areas concluded that *“they provide convincing evidence that these measures are effective in reducing accidents and injuries, traffic speed and volume, as well as improving perceptions of safety in two of the studies. There was also evidence that such interventions are potentially cost-effective....Twenty mile per hour zones and limits are effective means of improving public health via reduced accidents and injuries.”*⁴

Additional evidence is available from 20's Plenty for Us.⁵

Thus we hope that Question 2 of the consultation, asking members of the public whether they think 20mph limits will reduce accidents, increase congestion, reduce pollution etc, is being asked to judge levels of awareness and preconceptions of what 20mph limits mean, rather than to inform the council on the benefits of 20mph itself?

Question 3 of the consultation asks which areas should be a priority for 20mph areas (eg schools, hospitals) suggesting that the intention is to just impose speed limits around these areas. Evidence shows that it is much more effective to have area-wide 20mph limits to avoid a lot of sign clutter and avoid driver confusion. Also because people have to travel from residential areas to a school or hospital for example, it makes area-wide schemes more logical and practical.

For example Lancashire County Council, which has introduced area-wide 20mph limits across the county, states that *“Although some roads may already have low average speeds, in order to be successful and change driver attitude and behaviour throughout the county, schemes need to be developed and implemented on an area wide basis throughout the county, giving a consistent message to all road users that driving at 20mph is appropriate for residential areas. Where possible sign clutter is kept to a minimum, however in some circumstances it is necessary to include short cul-de-sacs to reinforce the consistent message.”* (see footnote 2)

There are now over 50 local authorities implementing 20 mph as the default speed limit for residential streets and a further 10 who have made a political commitment.⁶ Transition Chesterfield urges Derbyshire County Council to examine the evidence and to make a

³ Nottingham City Council. *“Sherwood 20mph Speed Limit: 12 Month Monitoring Report.”* 23/10/14.
<http://www.nottinghamcity.gov.uk/article/26332/Nottinghams-20-20-vision>

⁴ Cairns J. et al (2014). *“Go Slow: an umbrella review of the effects of 20mph zones and limits on health and health inequalities.”* J. Public Health Advance Access. 28 Sep 2014.
<http://jpubhealth.oxfordjournals.org/content/early/2014/09/28/pubmed.fdu067.abstract>

⁵ 20s Plenty for us. *“We Love our Safer 20mph Limits”* Briefing, Nov 2014.
<http://www.20splentyforus.org.uk/BriefingSheets/Love20.pdf>

⁶ See www.20splentyforus.org.uk/ for full list

commitment to introduce area-wide 20mph limits across Derbyshire, and in Chesterfield in particular, as soon as possible rather than leaving it until it is a national requirement.

"In many urban areas in mainland Europe, 18.6mph (30km per hour) is now normal in residential areas. 20mph will become normal in most residential areas in Britain also. All that is in question is how many people will have to suffer before that occurs." Danny Dorling, Professor, Oxford University.⁷

Thank you.
Yours sincerely,

Lisa Hopkinson
(Secretary, Transition Chesterfield)

c.c.

Chesterfield County Councillors

Cllr Dave Allen (Birdholme)
Cllr Sharon Blank (Spire)
Cllr Stuart Brittain (Loundsley Green and Newbold)
Cllr Dean Collins (Staveley North)
Cllr Tricia Gilby (Brimington)
Cllr Jean Innes (St Marys)
Cllr Ron Milhaly (Boythorpe and Brampton South)
Cllr Keith Morgan (Walton and West)
Cllr John Williams (Staveley)

James Creaghan, Senior Public Health Manager, Derbyshire County Council

Joe Clark, Chair, Chesterfield Cycle Campaign

Cameron Philpot, Chesterfield and North East Derbyshire Pensioners' Action Association

⁷ Dorling D. **"20mph speed limits for cars in residential areas, by shops and schools."** In British Academy "If you could do one thing..." Nine local actions to reduce health inequalities" Jan 2014.
http://www.britac.ac.uk/policy/health_inequalities.cfm