

## Suffolk County Council meeting Thursday 22 October 2020, vote taken on Motion 2

Motion 2 – Proposed by Councillor Robert Lindsay and seconded by Councillor Penny Otton

Motion Text: 'This Council recognises:

1. Road crashes are predictable and preventable. This Council aims to protect residents and visitors from road danger, noise and air pollution. The Council also aims to encourage greater use of streets for active travel, including walking and cycling, to improve public health for people of all ages and abilities.
2. The Government is aiming for a permanent shift from driving towards walking and cycling. Public support for healthier modes of transport is at a high after lockdown, and reducing speed limits encourages people to walk and cycle. People will be less likely to drive for short trips, and the perception of danger for pedestrians and cyclists is also reduced.
3. Suffolk's towns and villages should be places where people are free to travel in ways that are safe, sustainable and healthy. Effective speed management, including through low speed limits in residential areas, are key to reducing casualties and increasing active travel through walking and cycling.
4. In 2016 there were 692 collisions on Suffolk's urban roads with a speed limit of 40mph or less, including 105 where a person was killed or seriously injured. This is an increase of 14% from 2015. From 2012 to 2016, there were 445 accidents on Suffolk's urban 40mph or less roads that resulted in a fatality or serious injury, meaning that one person dies or is seriously injured every four days <sup>1</sup>. The Royal Society for the Prevention of Accidents states that the risk of a fatality in a crash at 30mph is over five times higher than a collision at 20mph. <sup>2</sup>
5. There is growing evidence that 30mph limits are not safe for walking and cycling, especially for children, older people, and those with disabilities. The UN has recently endorsed 20mph as the maximum default speed limit for roads where vehicles mix with vulnerable road users. <sup>3</sup>

<sup>1</sup> [Road Casualties 2012-2016](#), Suffolk Roadsafes (2017).

<sup>2</sup> [Road Safety Factsheet](#), Royal Society for the Prevention of Accidents (2017); E. Rosen, 'Literature review of pedestrian fatality risk as a function of car impact speed', *Accident Analysis and Prevention*, Vol 43, pp. 25-33 (2011).

<sup>3</sup> [Resolution adopted by the General Assembly on 31-08-2020](#), United Nations General Assembly (2020), wherein the [Stockholm Declaration](#) (2020) is adopted and endorsed.

6. Government surveys from 2006 to 2018 show that a consistent 70% of the public are in favour of 20mph speed limits in residential streets. <sup>4</sup>
7. Speed limits of 30mph in towns and villages encourage more acceleration and deceleration than 20mph limits. 20mph limits enable smoother traffic flow, which generates lower toxic particulate emissions. <sup>5</sup> Each year in the UK, roughly 40,000 deaths can be attributed to air pollution, and according to the WHO, 88% of people living in urban environments live in areas that do not comply with Air Quality Guidelines. <sup>6</sup> Suffolk has nine AQMAs that breach clean air guidelines.
8. Wide-area 20mph zones also encourage people to leave their cars at home for short journeys and shift to walking and cycling. Taking more cars off the road will reduce carbon emissions and is a key recommendation made by consultants Ricardo in order for Suffolk County Council to meet its declared goal of zero carbon by 2030. Increasing levels of walking and cycling for shorter journeys will also have a large impact on air quality.
9. The cost of lowering speed limits need not be high; research shows that sign-only schemes still result in lowered speeds, and this effect can be furthered by public engagement and education. Introducing a standardised Suffolk-wide approach will also be more cost-effective than the current piecemeal approach, embedding a culture of slower speeds and reducing uncertainty for drivers.

Therefore, this Council resolves to:

1. Consider how best, and most cost effectively, to progress wide-area 20mph limits, including seeking a range of funding sources and agencies.
2. Implement a default 20mph speed limit for roads in residential areas and communities across Suffolk's towns and villages, with 30mph limits to be retained only in exceptional circumstances.
3. Encourage the use of alternate modes of transport such as walking, cycling and public transport. This will reduce air pollution, traffic, and improve health outcomes.
4. To ensure maximum possible compliance with the new speed limits, undertake a programme of public engagement in advance and during implementation, to publicise the change and explain why it is being made.'

<sup>4</sup> [National Travel Attitudes Study & British Social Attitudes Study](#), Department for Transport, p. 10 (2019).

<sup>5</sup> [Speed, emissions & health](#), Transport for London (2018); [NICE Guidance on Air Pollution](#), NICE (2017); S Batterman, K. Zhang, [Air pollution and health risks due to vehicle traffic](#), The Science of the Total Environment, Vol. 0, pp. 307-316.

<sup>6</sup> [Every breathe we take: the lifelong impact of air pollution](#), Royal College of Physicians (2016).

<b>Total results</b>	
For	20
Against	48
Abstain	

### Conservative Group

<b>Councillor's Name</b>	<b>For</b>	<b>Against</b>	<b>Abstain</b>
Mark Bee		Against	
Peter Beer		Against	
Stuart Bird		Against	
Stephen Burroughes		Against	
Louis Busuttil		Against	
Jenny Ceresa		Against	
Chris Chambers		Against	
Andy Drummond		Against	
Mary Evans		Against	
Robert Everitt			
James Finch		Against	
Jessica Fleming		Against	
Quillon Fox		Against	
Mick Fraser		Against	
David Goldsmith		Against	
Tony Goldson		Against	
Nick Gowrley		Against	
Gary Green		Against	
Matthew Hicks		Against	
Rachel Hood		Against	
Beccy Hopfensperger		Against	
Christopher Hudson		Against	
Gordon Jones		Against	
Michael Ladd		Against	
Stuart Lawson		Against	
Guy McGregor		Against	
David Nettleton			
Graham Newman		Against	
Alexander Nicoll		Against	
Colin Noble		Against	
Kay Oakes		Against	
Patricia O'Brien		Against	
Russ Rainger		Against	
James Reeder		Against	
Andrew Reid		Against	
David Ritchie		Against	
Craig Rivett		Against	
David Roach		Against	
Keith Robinson		Against	
Richard Rout		Against	

Richard Smith MVO		Against	
Karen Soons		Against	
Colin Spence		Against	
Joanna Spicer		Against	
Jamie Starling		Against	
Jane Storey		Against	
Melanie Vigo di Gallidoro		Against	
Paul West		Against	
Robert Whiting		Against	
Steve Wiles		Against	

### Labour Group

Councillor's Name	For	Against	Abstain
Jack Abbott			
Sarah Adams			
Helen Armitage	For		
Kathy Bole	For		
Kim Clements	For		
Sandra Gage	For		
Peter Gardiner	For		
Mandy Gaylard	For		
Jack Owen			
Keith Patience	For		
Bill Quinton	For		

### Liberal Democrat, Green and Independent Group

Councillor's Name	For	Against	Abstain
Trevor Beckwith	For		
Elfrede Brambley-Crawshaw	For		
John Field	For		
Paula Fox	For		
Richard Kemp	For		
Robert Lindsay	For		
Inga Lockington	For		
Victor Lukaniuk	For		
Penny Otton	For		
Caroline Page	For		
Andrew Stringer	For		
David Wood	For		

### Independent

Councillor's Name	For	Against	Abstain
Steve Ardley			