

## Suffolk County Council meeting Thursday 10 July 2025, vote taken on Motion 2.

Motion 2 – Proposed by Councillor Seamus Bennett and seconded by Councillor Robert Lindsay.

Motion Text: 'Deaths and serious injuries sustained in road traffic collisions have been on the rise in Suffolk over the last five years. According to council data, Suffolk's road KSI (Killed and Serious Injury) figures have been rising steadily in recent years, increasing by around 10% a year, from 265 in 2020 to 340 in 2024. The council has recognised the seriousness of this by RAG-rating this increase as red in its quarterly Corporate Performance Reports. And, according to the Department for Transport official statistics (2023 report), by far the most significant contributory factor in road traffic collisions is speed, responsible for nearly two-thirds of road deaths.

There is a huge amount of research to support lower local speed limits as a key element in reducing road casualties. In Wales, a 2023 nationwide 20mph policy on 'restricted' roads has led to 28% fewer casualties in the following 12 months compared to the previous year, 10 fewer deaths, lower-than-expected vehicle damage claims enabling a significant drop in Welsh car insurance premiums, and negligible impacts on journey times. Less than 3% of the roads affected have returned to 30mph.

The importance of slowing traffic in residential areas has also been recognised globally. In February 2020, international road safety experts and ministers from 130 countries adopted the "Stockholm Declaration" which sets 30km/h (20mph) as the appropriate 'default' speed limit where more vulnerable road users and motor vehicles mix. In 2023, the average cost of a death on roads of 40mph or less – including medical and ambulance costs, insurance and damage to property - was £2.6m, and £300,800 for collisions where at least one person is seriously injured.

There are other benefits of 20mph limits: quieter, more pleasant urban environments that encourage more social interaction, safer and therefore increased healthy, active travel, reduced CO2 and NOx emissions (33% higher at 30mph than 20mph) and more footfall to local businesses.

**Cornwall** council realised the benefits of a more facilitative speed limit policy following an initial trial in 2022: 76% of residents were supportive in urban areas and 85% in rural areas, leading to a decision to extend 20mph limits across the county. Surrey has simplified its criteria for changing speed limits when requested by local communities. It has published on its website tables which show the mean speeds where it will allow a speed limit change using signs alone, and mean speeds where it requires supporting engineering measures. **Oxfordshire** have amended their speed limit policy so that speeds of 20mph can be considered for roads with existing average speeds of up to 40mph.

Currently, the process for a **Suffolk** parish or town council to introduce a 20mph limit requires local traffic surveys to obtain information often already available from government sources, significant financial outlay, as well as being lengthy and time consuming, given the criteria which must be met. This can be prohibitive and deter applications, however popular or beneficial 20mph might be.

With more than 7,500 people killed or seriously injured on Suffolk roads since 2000, we have a responsibility to take a more proactive approach to reducing casualties. Around 28 million people in the UK (40% of the population) already live where 20mph is the norm. This Council has the opportunity to unite across the Chamber and across our county, working positively with communities to facilitate significantly safer streets in the towns, villages and residential areas in which we all live.

Therefore, this council

- states clear, unequivocal support for towns, parishes and communities throughout the county who wish to adopt safer speed limits, including 20mph limits in towns and villages
- resolves to review, with a cross-party approach and as a matter of urgency, Highways criteria for the introduction of 20mph limits, with a view to simplifying the process and facilitating communities to achieve safer, calmer neighbourhoods
- aspires to adopt "Vision Zero" principles for road safety - not accepting road deaths as inevitable - with a shared goal of achieving zero deaths and serious injuries (KSIs) on Suffolk's roads.'

<b>Total results</b>	
For	22
Against	32
Abstain	0

### Conservative Group

<b>Councillor's Name</b>	<b>For</b>	<b>Against</b>	<b>Abstain</b>
Edward Back		Against	
Peter Beer			
Bobby Bennett		Against	
Stuart Bird		Against	
Elaine Bryce		Against	
Stephen Burroughes			
Nadia Cenci		Against	
Jenny Ceresa			
Chris Chambers		Against	
Judy Cloke		Against	
Andy Drummond			
Philip Faircloth-Mutton		Against	
James Finch			
Jessica Fleming		Against	
Mick Fraser			

David Goldsmith	For		
Georgia Hall			
Liz Harsant			
Ryan Harvey			
T-J Haworth-Culf			
Matthew Hicks		Against	
Rachel Hood		Against	
Beccy Hopfensperger		Against	
Michael Ladd		Against	
Stuart Lawson			
Henry Lloyd		Against	
Joe Mason		Against	
Debbie McCallum			
Patti Mulcahy		Against	
Sam Murray			
Alexander Nicoll		Against	
Colin Noble		Against	
Kay Oakes			
James Reeder		Against	
Andrew Reid		Against	
Debbie Richards		Against	
David Roach		Against	
Keith Robinson		Against	
Richard Rout		Against	
Richard Smith MVO		Against	
Karen Soons			
Heike Sowa		Against	
Joanna Spicer		Against	
Lance Stanbury		Against	
Jamie Starling			
Melanie Vigo di Gallidoro			
Paul West		Against	
Steve Wiles		Against	
Nathan Wilson		Against	

#### **Green, Liberal Democrat and Independent Group**

<b>Councillor's Name</b>	<b>For</b>	<b>Against</b>	<b>Abstain</b>
Seamus Bennett	For		
Jessie Carter	For		
Annette Dunning	For		
Simon Harley	For		
Richard Kemp	For		
Ruth Leach	For		
Ash Lever			
Robert Lindsay	For		
Inga Lockington	For		
Victor Lukaniuk	For		
Andy Mellen	For		

Penny Otton	For		
Keith Scarff	For		
Andrew Stringer	For		
Caroline Topping	For		
Keith Welham			

### **Labour Group**

<b>Councillor's Name</b>	<b>For</b>	<b>Against</b>	<b>Abstain</b>
Rob Bridgeman	For		
Peter Byatt	For		
Adele Cook	For		
Elizabeth Farrow			
Sandy Martin	For		
Lucy Smith			

### **Ungrouped Independent Councillors**

<b>Councillor's Name</b>	<b>For</b>	<b>Against</b>	<b>Abstain</b>
Peter Thompson	For		
David Nettleton	For		

### **Ungrouped Reform UK Councillors**

<b>Councillor's Name</b>	<b>For</b>	<b>Against</b>	<b>Abstain</b>
Christopher Hudson	For		
Martin Robinson		Against	