

Proposal to engage the community of Ascot & Sunninghill on the introduction/extension of a 20mph speed limit

The Working Group noted the challenges in separating pedestrians & cyclists in our area due to very narrow roads. Although there are opportunities for new dedicated walking & cycle routes this is limited, therefore a key focus should be on improving safety on existing mixed usage roads. The Department of Transport states that reducing speed limits to 20 mph can be a key step in improving usage and safety for pedestrians & cyclists, where clear separation is not possible in urban & residential areas.

As a number of initiatives to increase cycling and walking are planned for the years ahead, it would be appropriate that one of our first steps is to improve safety. Reducing speed limits to 20mph may well be the simplest, easiest and most cost-efficient method of increasing safety.

The not for profit organisation, 20s Plenty For Us, has put together a presentation giving an overview of why 20mph is an appropriate initiative for a Parish Council. This can be viewed here: https://www.20splenty.org/parish_council_motion

The following background information is taken from 20s Plenty For Us & RoSPA Road Safety Factsheet:

1. **Accepted as normal by local authorities where 25million people in the UK live.** 20mph is global best practice where people mix with motor traffic.
2. **Popular:** Government and other surveys consistently find 70% support in residential streets which rises after 20mph limits are introduced.
3. **Affordable and cost effective,** with multiple societal, environmental, economic, and climate benefits.
4. **Prioritise quality of life:** 20mph helps to create places where human activity, including walking, cycling and social interaction, takes precedence over traffic. RoSPA's Road Safety Factsheet¹ states that 20mph can lead to a reduction of traffic flow.
5. **Safer:** The UK's Department for Transport estimates that speed a reduction of 1mph in built-up areas reduces casualties by 6%. 20mph schemes typically lead to up to 20% fewer casualties. RoSPA found 20mph limits reduced injury accidents by about 42% and fatal or serious accidents by 53% in London².
6. **Better for the environment:** 20mph reduces CO2 emissions by 26% and NOx by 28% compared with 30mph and is 50% quieter.
7. **Enforceable,** like any speed limit.
8. **Little impact on journey times:** The 'stop-start' nature of traffic in built up areas is a much more significant factor. Roads can stay at 30mph where the needs of vulnerable road users are met. Bus journeys and timetables times are generally unaffected.
9. **Speed reductions occur,** even without regular Police enforcement, to the benefit of all road users. Note: all new car models will have in-car speed limiters from 2022.
10. **Few signs needed:** 1 or 2 signs on entry and some repeaters to remind drivers and no need for physical calming.
11. **Sustainable:** Ties in closely with other policies to address climate change, improve air quality and enable more people to walk and cycle – especially for short journeys. RoSPA state "it is important to consider increases in walking and cycling and improvements in quality of life indicators, such as health improvements, community cohesion and better air quality, as well as reductions in vehicle speeds and road crashes and casualties."³
12. Signed schemes and public engagement are **cost-effective and offer seven times better value for money** than heavily-engineered schemes.

RoSPA strongly supports the use of 20mph zones as an effective means of reducing road crashes & casualties. RoSPA also supports and encourages wider user of 20mph limits.⁴

The Working Group is asking each council to take a first step towards the introduction/extension of 20mph speed limits by asking residents whether they support the principle of 20mph. Speed limits are set by RBWM, as the Highway Authority. Demonstrating widespread local community support is critical to securing RBWM's agreement to implement 20mph widely.

There is no requirement at this stage to get into specific details but if enough residents support the idea, then the Parish councils can then move to the next stage.

Proposal 1: Sunninghill & Ascot Parish Council engages the community to determine whether there is support for the principle of 20mph.

It is hoped that if Sunningdale Parish Council also agree to go ahead with consulting their community then the final wording and timing of the consultation could be consistent across both parishes, making it easier for residents to hear about the consultation and to take part.

Proposal 2: Proposed wording to the community:

Do you support the principle of 20mph speed limits for selected roads in Sunninghill & Ascot, where full consideration of the needs of vulnerable road users supports this lower limit?

Responses would be a simple "Yes" or "No" plus reasons. Also, residents could be asked to suggest which roads would be candidates for the reduced speed limit or which roads that already have a 20mph limit could be extended.

(NB the wording above was taken from suggested guidance on the national organisation supporting the introduction of 20 mph zones in towns and villages – 20's Plenty For Us.

Ceri Richardson
Co-Chair, Cycling & Walking Working Group, January 2022

1: Page 12 of RoSPA Road Safety Factsheet, November 2020, 20mph zones & speed limits factsheet:
<https://www.rospa.com/media/documents/road-safety/20mph-zones-and-speed-limits-factsheet.pdf>

"20mph zones and limits can also lead to a number of other benefits, such as a reduction of traffic flow in the area. Although results of studies do vary, it is generally suggested that traffic volumes reduce following the implementation of a 20mph zone or limit."

2: Page 6 of RoSPA Road Safety Factsheet, November 2020, 20mph zones & speed limits factsheet:
<https://www.rospa.com/media/documents/road-safety/20mph-zones-and-speed-limits-factsheet.pdf>

"A 2007 review of half of the 20mph zones which had been implemented in London (78 zones) found that they reduced injury accidents by about 42% and fatal or serious accidents by 53%."

3: Page 16 of RoSPA Road Safety Factsheet, November 2020, 20mph zones & speed limits factsheet:
<https://www.rospa.com/media/documents/road-safety/20mph-zones-and-speed-limits-factsheet.pdf> "20mph limits are not just a road safety measure. Therefore, when assessing their value and effectiveness, it is important to consider increases in walking and cycling and improvements in quality of life indicators, such as health improvements, community cohesion and better air quality, as well as reductions in vehicle speeds and road crashes and casualties."

4: Page 15 of RoSPA Road Safety Factsheet, November 2020, 20mph zones & speed limits factsheet: "20 mph Zones RoSPA strongly supports the use of 20mph zones as they are an effective means of reducing road crashes and casualties. They are very effective at protecting our most vulnerable road users, including children, pedestrians and cyclists, and significantly decrease the risk of being injured in a collision. RoSPA encourages their greater use, especially in residential areas. 20 mph Limits RoSPA supports and encourages the wider use of 20mph limits. They have been shown to reduce traffic speed, although not as much as 20mph zones with traffic calming. However, they are considerably less expensive to implement, which means that wider areas can be covered. They also provide additional benefits, such as encouraging more physical activity, such as walking and cycling. They can also greatly improve the character of a residential area and quality of life of the residents."