



Aylburton Parish Council

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Meeting Pack Aylburton Parish Council November 2021 Full Council Meeting Prepared and compiled by the Parish Clerk.

6. Road safety: to consider a motion calling for 20mph limit as a default for Aylburton residential streets, with exceptions where appropriate.

Please see **pages 2-4** of this pack.

9b. Highways to note any updates

i) Highways and Road Safety updates (new info in bold):

Road Safety	Report to be given verbally at the meeting.
Upper Common – ditches in a poor state	Works carried out, but blockages remain. Cllr Preest intends to visit the site. Stuart Budd has indicated that he will take action soon. Oct 2021: Stuart Budd intends to get the ditch unblocked in conjunction with roadworks in the area if at all possible; Clerk chased up 3/11.
Lower Common/Colliers Pitch - poor visibility at junction due to hedge overgrowth	May 2021: assigned for a safety inspection. Oct 2021: Highways re-assessed and advised that they consider the current hedge to be acceptable visibility-wise.
Lower Common/Sandford Road poor road surface	Currently, no solid plans to resurface.
A48 road markings	Markings at Lydney end renewed Sept 2021 as part of ‘Taurus stretch’ works. Members: are markings still a concern or is this issue now considered resolved?

Meg Humphries
Parish Clerk
03/11/2021

Motion calling for 20mph limits as a default for Aylburton residential streets, with exceptions where appropriate.

This council is working to improve the quality of life for the community in Aylburton. As part of that, we want to protect residents and visitors from road danger and pollution. We are looking for ways to encourage the uptake of sustainable travel like walking and cycling and improve public health for all ages and abilities.

History The 30mph speed limit for residential areas in the UK was introduced in 1935 when there were about three million vehicles on British roads. Today there are more than 38 million. We have inherited a speed limit from a previous era, a time when the way in which people and vehicles mixed in this country was very different.

The first 20mph zone appeared in the UK in 1991. Since then numerous authorities have introduced 20mph limits in residential areas. Today an estimated 21 million people in the UK live in local authorities that embrace 20mph for most roads where cars and people mix: Lancashire, Oxford, Bath & North East Somerset, Scottish Borders, Bristol, Manchester, Birmingham and many more. The Welsh Government is proposing 20mph limits for residential streets in Wales.

What this motion is about This motion is a call for 20mph to become the default limit for streets where people live. As recommended by NICE[1] and WHO[2].

This motion is about 'sign only' 20mph limits which are seven times more cost effective than zones requiring the installation of traffic calming measures[3].

This motion is about asking Gloucestershire's Highways Authority to give serious consideration to the implementation of a default 20mph limit for residential streets throughout Aylburton.

It is understood that exceptions need to be made to a 20mph default limit where the Highways Authority, having assessed the needs of vulnerable road users, believes a higher speed limit is safer[4](DfT).

Benefits of 20mph for residential streets

1. Quality of Life improvement Fear of traffic affects people's quality of life. The slower the traffic, the less noise and pollution, the less fear, the less actual danger. The slower the traffic the more people are likely to walk, cycle and ride on our streets. 20mph helps turn our streets into pleasant places.

2. Casualty reduction In 2018 there were 468 road casualties recorded on 30mph roads in Gloucestershire. Various studies show that 20mph limits substantially reduce casualties. On average by 20%[5]. Not only are there fewer accidents in 20mph limits, but the harm caused is greatly reduced. Pedestrians are more than four times more likely to die when hit by a vehicle travelling 30-40mph[6].

A 1% reduction in the average speed of traffic on urban main roads and residential roads with low speeds leads to a 6% reduction in the accident rate[7].

3. Healthier lifestyles 20mph limits encourage healthier and more sustainable transport modes such as walking and cycling. After 20mph limits were introduced in South Edinburgh children's 'permission to play out' more than doubled and cycling to school tripled.

4. Better for the environment There are also environmental benefits to 20mph limits. Driving more slowly at a steady pace reduces both carbon emissions and pollution[9](DfT). On average it takes 2.25 times more energy and fuel for a vehicle to reach 30 mph than 20 mph.

i) Pollution: 20mph offers better air quality from traffic and emissions reductions. Imperial College London found 20mph limits help improve air quality. Per 100 cars, 20mph was the equivalent of taking 32 petrol cars off the road in terms of particulates, and 30 petrol cars off the road in terms of Nitrogen Oxides[9][10].

ii) Noise reduction: Noise research studies show about a 3 decibel (dB(A)) reduction with 20mph – which is perceived as halving ambient noise[11]. Many people's lives are blighted by road noise which can affect sleep and mental health. Traffic noise can lead residents living towards the rear of properties and spending less time talking on the street, increasing the risk of loneliness.

5. 20mph is popular The National Travel Attitudes Study carried out by the Department for Transport in 2019 shows that seven out of 10 people support 20mph speed limits in residential streets. Once installed, 20mph schemes become even more popular[12].

Aylburton Parish Council therefore resolves to:

- i. Write to Gloucestershire County Council (the Highways Authority) asking for serious consideration to be given to how best, and most cost effectively, 20mph limits can be progressed throughout residential areas throughout Aylburton;
- ii. Inform the local media of this decision;
- iii. Write to our MP (enclosing a copy of this motion) asking him to support the implementation of 20mph limits for residential areas throughout Aylburton.

References:

[1]<https://www.nice.org.uk/guidance/ng70>

[2]WHO: Pedestrian safety - A road safety manual for decision-makers and practitioners (2013)

[3]Department for Transport – Interim Evaluation of the Implementation of 20mph Speed Limits in Portsmouth.

[4]<https://www.gov.uk/government/publications/setting-local-speed-limits>

[5]https://www.20splenty.org/20mph_casualty_reduction

[6]<https://www.rospa.com/rospaweb/docs/advice-services/road-safety/drivers/inappropriate-speed.pdf>

[7]Kirkby, T (2002), Memorandum by Kingston upon Hull City Council (RTS 152) – 20 mph zones in Kingston upon Hull, Select Committee on Transport, Local Government and the Regions.

[8]<https://www.gov.uk/government/publications/setting-local-speed-limits>

[9]<https://www.cityoflondon.gov.uk/business/environmental-health/environmental-protection/air-quality/Documents/speed-restriction-air-quality-report-2013-for-web.pdf>

[10]https://www.20splenty.org/emission_reductions

[11](UK Noise Association) https://www.20splenty.org/noise_and_speed

[12]https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810908/national-travel-attitudes-study-2019-wave-1.pdf