Stradishall Village Speeding Survey

Dear Resident,

Stradishall Parish Council needs your help.

One of the most frequent concerns raised by residents in Stradishall village is speeding. Data from the Vehicle Activated Sign bought by Stradishall Parish Council confirms that of the 1650 or so vehicles that pass in and out of Stradishall on a daily basis an unacceptable 14% or 230 vehicles are exceeding the speed limit.

Suffolk County Council recently updated their 20mph speeding policy to make it easier for communities to apply for 20mph speed limits, but there needs to be evidence of local support. Traffic calming may also be required to slow traffic down.

Please take a few minutes to respond to the questions below.

1. **Do you think speeding is a problem in Stradishall village?**

   Yes **No**

2. **Are there any parts of the B1063 from Stradishall Crossroads to the top of Edmunds Hill where you feel speeding is worse?**

3. **One possible option would be to request a 20mph speed limit starting near the entrance to St Margaret's Place to just past the entrance to the Orchards. We have chosen this area as it is the village centre where vehicles and pedestrians mix most, particularly when crossing the road to reach the public footpaths just off the Street and past the church.**

   Would you support a 20mph speed limit along this stretch of road?

   Yes **No**

4. **Stradishall Parish Council would have to raise funds to meet the cost of a change in speed limit and the installation of any traffic calming measures. This will likely involve a coordinated community effort to raise some of these funds. Would you support this?**

   Yes **No**

5. **Do you have any additional comments you would like to make about speeding in Stradishall? Please write your comments on a separate piece of paper and submit with the survey".**

Thank you for taking the time to complete this survey. Your surveys will be collected during the week commencing xxxx alternatively photograph and email your response to clerk@stradishallparishcouncil.gov.uk

The closing date for returning the surveys is DATE.

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Stradishall Parish Council
Tel: 07880 686069
Email: clerk@stradishallparishcouncil.gov.uk

If you would like more information about 20mph speed limits before completing the survey, The Executive Summary from the Royal Society for the Prevention of Accident's **Guide to 20mph zones and limits** which was published in 2023 summarises research about 20mph speed limits which may be helpful.

The purpose of this guide is to give a brief introduction to 20mph speed limits and zones, present the research that has been conducted on the effectiveness of limits and zones and provide advice on when they are most appropriate.

There has been substantial expansion in the number of 20mph schemes throughout Great Britain over the last few decades, beginning with 20mph zones, and in more recent years, 20mph limits. 20mph limits without traffic calming, are most effective where speeds are at 24mph or below. However, they are less expensive than 20mph zones and so can cover larger areas, which may make them a more cost-effective measure, to help to reduce collisions and the severity of those that do occur. Local communities often support them and limits encourage sustainable travel, such as walking and cycling. They are viewed as an important element of clean air strategies.

20mph zones use traffic calming measures to reduce the adverse impact of motor vehicles on built up areas. The principle is that the traffic calming slows vehicles down to speeds below the limit, and in this way the zone becomes 'self-enforcing'. Speed humps, chicanes, road narrowing, planting and other measures can be introduced to both physically and visually reinforce the nature of the road. Generally, they produce greater speed reductions than limits, but are more costly to implement and so tend to be placed in smaller areas with a history of crashes involving pedestrians and cyclists.

The objective of 20mph roads is to create conditions whereby drivers choose to drive at no more than 20mph thereby reducing the likelihood of collisions, and the severity of any that do occur. Drivers who travel at higher speeds have less time to identify and react to what is happening around them. It takes them longer to stop, and if they are involved in a collision, it is more severe, causing greater injury to any vehicle occupant, pedestrian or rider involved. Extensive evidence indicates that that speed significantly increases the likelihood of collisions, the chances of those collisions causing injury and the severity of those injuries, and that both 20mph zones and 20mph limits reduce the number and risk of these crashes and the casualties they cause.

The Department for Transport (DfT) commissioned report into the evaluation of 20mph limits, published in November 2018, had several key findings1:

- *20mph limits are supported by the majority of residents and drivers.*
- *20mph speed limits are more effective when they are supported by street design that indicates that a lower speed is appropriate.*
- *There has been a small reduction (less than 1mph) in average (median) speed in areas with a 20mph limit.*
- *Vehicles travelling at higher speeds before the introduction of the 20mph limit have reduced their speed more than those already travelling at lower speeds.*
- *There was a small but statistically significant increase in reported levels of cycling and walking.*

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