

Membership as from May 2023

Councillor Berry
Councillor Drummond (Vice Chair)
Councillor Harvey
Councillor Hood (Chair)
Councillor Hulbert
Councillor Nobbs
Councillor Perry

Members = 7

Quorum = 3



Newmarket
T O W N C O U N C I L

The Memorial Hall, High Street, Newmarket Suffolk CB8 8JP

TEL: 01638 667227

You are hereby summoned to attend a meeting of the
Development and Planning committee
to be held at

Memorial Hall, High Street, Newmarket, CB8 8JP

Monday 22nd May 2023 at 6.15pm

A G E N D A

The meeting is held in public and the public are encouraged to attend and participate. Just occasionally matters such as contractual or staffing matters do have to be held in the confidential part of the meeting.

Members of the public and press may not orally report or comment about a meeting as it takes place if present at a meeting of the Council, but otherwise may:

- a. film, photograph or make an audio recording of the meeting;
- b. use any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later;
- c. Report or comment on the proceedings in writing, during or after a meeting or orally after the meeting.

The Council will where possible facilitate such recording unless it is being disruptive. It will also take steps to ensure that children, the vulnerable and members of the public who object to being filmed are protected without undermining the broader purpose of the meeting

1. **Chair to read** the fire safety notice and announce that this meeting is being recorded and to ask whether anyone else intends to record the meeting
2. **Apologies** - To receive and accept apologies for absence
3. **Declaration of interests**
 - a) Councillors are invited to raise any declarations of interest concerning items on the agenda
 - b) To consider any requests for dispensation
4. **Minutes of previous meeting held 15th May 2023 (to follow)**
 - a) To consider and adopt the minutes, as a true record of the proceedings
 - b) To consider any matters arising
5. **Public participation** – an invitation to members of the public to make representations to Councillors. Resolutions can only be made on items on the agenda
Rules of public participation: no person may speak for longer than 3 minutes in total. The maximum time permitted for this item is 15 minutes. This is the only opportunity during the meeting, for members of the public to address Councillors
6. **Accounts** - to receive and note the Income & Expenditure for the Development & Planning Committee for the previous month
7. **To consider if Newmarket Neighbourhood Plan policies impact on planning applications for consideration**
8. **Planning applications** – West Suffolk Council, week commencing 08/05/2023
9. **Planning applications** – Amended and Deferred Plans
10. **Planning Appeals** – to discuss any notified appeals
11. **Planning applications** – East Cambs
12. **Planning decisions and plans withdrawn** – West Suffolk Council-week commencing 08/05/2023
13. **Delegation Panel decisions** - To discuss any decisions by Delegation Panel
14. **Licensing** – To discuss any licensing applications
15. **Speed Limit** – To consider adopting the '20's Plenty for Suffolk' motion for 20-MPH speed limits in towns and villages
16. **Correspondence**
17. **Date of next meeting** – 5th June 2023

Signed:

CE Whitaker

Cathy Whitaker, Town Clerk

Date: 16th May 2023

To: Chair & Members of D&P Committee, Other Council Members, Press & the Public

Material Planning Considerations	
Site specific issues	• adequacy for turning, loading • availability/capacity of local infrastructure (eg public drainage or water systems) • car parking • deficiencies in community/social facilities (eg spaces in schools) • design, appearance and materials • layout and density of building(s) • road access • traffic generation
Environmental effects	• effect on street scene • hazardous materials, contaminated land • landscaping • light (including overshadowing) • loss of trees • nature conservation & biodiversity issues • noise & disturbance resulting from use • overlooking/loss of privacy • smells and fumes • visual amenity
Listed buildings/conservation areas	• The need to preserve or enhance the special character or appearance of designated conservation areas and protect listed buildings • Effect on archaeological interest
Usage	• Incompatible or unacceptable uses • Desire to retain and promote certain uses e.g. stables in Newmarket.
Previous decisions	• Previous planning decisions, including appeal decisions
Policies	• Statutory provisions contained in planning acts, statutory regulations & planning case law • Central Government planning policy and advice • National Planning Policy Framework (NPPF) • Supplementary planning guidance/documents eg. Affordable Housing SPD, Master plans, development briefs • WSC Local Plan policies • Newmarket Neighbourhood Plan • Newmarket Conservation Area Appraisal (adopted September 2009)
Key principle of the NPPF – presumption in favour of sustainable development. For decision-taking this means granting permission unless: • the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or • <i>any adverse impacts of doing so would significantly and demonstrably outweigh the benefits</i>	
Matters which are not material planning considerations	
<i>Greater weight is attached to issues raised which are supported by evidence rather than solely by assertion.</i>	
Competition (unless in relation to adverse effects on a town centre as a whole)	Moral and religious issues
Breach of private covenants or other private property or access rights, including boundary disputes	Council interests (eg land ownership or contractual matters)
Devaluation of property	Identity or motives of an applicant or occupier
Protection of a private view	Private disputes between neighbours
Impact of construction work	

Parking Guidance for Use Classes C3 and C4: Dwelling houses and houses in multiple occupation

Family houses, or house occupied by up to six residents living together as a single household, or Houses in Multiple Occupation (HMO)¹³, including a household where care is provided for residents.

Standard: Flats and Houses are to be treated the same.

Use	Vehicle	Cycle	PTW	Disabled
	Minimum*	Minimum	Minimum	Minimum
1 bedroom	1 space per dwelling	2 secure covered spaces per dwelling. (Satisfied if garage or secure area is provided within curtilage of dwelling to minimum dimensions)	N/A	N/A if parking is in curtilage of dwelling, otherwise as Visitor/unallocated
2 bedrooms	2 spaces per dwelling**			
3 bedrooms	2 spaces per dwelling			
4+ bedrooms	3 spaces per dwelling			
Retirement developments (e.g., warden assisted independent living accommodation)	1 space per dwelling	2 spaces per 8 units (visitors)	2 PTW spaces and 1 space per 2 dwellings for mobility scooters	
Visitor/unallocated	0.25 spaces per dwelling (unallocated)	If no garage or secure area is provided within curtilage of dwelling, then 2 covered & secure spaces per dwelling in a communal area for residents plus 2 spaces^ per 8 dwellings for visitors	1 space + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	

¹³ Houses in multiple occupation (Class C4) are defined in The Town and Country Planning (Use Classes) Order 1987 (as amended) as 'small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom'.

Informative notes:

*Standards exclude garages under 6m x 3m (internal dimension) as a parking space but can include undercroft parking and car ports providing, they have no other current or potential use.

**Reduction in this figure may be considered with robust and agreed highway mitigation

^Mobility vehicle spaces should be secure and covered with charging facilities.

Visitor/unallocated vehicle parking can, subject to appropriate design, be located on street.

Unallocated cycle parking for residents to be secure and covered, located in easily accessible locations throughout the development. These guidelines will be applied to all development (including infill developments, extension applications and change of use).

Where grouped, unassigned parking is proposed, more flexible and efficient use of the parking may be achieved than with allocated parking. Subject to discussion with the Highway Authority this may potentially reduce the nominal on-street parking provision standards required by up to 25%.

Where an individual dwelling may require more than two spaces these additional spaces may be provided as part of unallocated on street parking, providing this is designed in.

An allowance will be required for visitor cycle and car parking, refer para 3.2 and 4.5.

Suffolk Guidance for Parking 2019 {excerpt}

Car clubs should be promoted in low provision/car free residential developments and car club spaces provided. Electric vehicle charging infrastructure should also be provided in new developments.

Research was undertaken to derive the residential parking guidance for Suffolk. The research included a questionnaire survey to approximately 9000 dwellings. The results of the survey and the 2001 and 2011 Census data for Suffolk car ownership can be found in Appendix 1.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Reductions to the minimum parking guidance

This advisory residential parking guidance is the minimum required; however a range of factors will be taken into account. For main urban areas a reduction to the parking guidance may be considered where a proposal has been designed to be exceptionally sustainable in transport terms and which effectively promotes an overall reduction in the use of high emission vehicles and avoids the provision of car parking adjacent or close to dwellings within the main layout.

Main urban areas are defined as those having frequent and extensive opportunities for public transport and cycling and walking links; close proximity to local services (including accessing education, healthcare, food shopping and employment); and on street parking controls at all times e.g. double yellow lines. Where there is evidence that these factors are in place, local planning authorities may, after consultation with the Highway Authority, bring forward local parking policies to limit the scale of parking in specific areas.

When making their recommendation to local planning authorities considering reduced parking proposals for residential development, the Highway Authority must be:

- able to recommend a condition for suitable cycle storage and secure parking facilities;
- satisfied that servicing vehicles would be able to operate efficiently i.e. not restricted by loading restrictions or road layout;
- able to determine how highly sustainable the location is in terms of proximity to services, shops etc. and public transport (high frequency and wide ranging) and suitable cycling and walking routes;
- made aware of the likelihood of a viable Car Club (the provision of a car club would need to be secured through a Planning Obligation on Condition);
- able to determine the possible impact that a single application may have in setting a precedent in an area;
- satisfied by the availability of visitor parking (off street public car parks may be acceptable for visitor use); and
- satisfied that the likely impact of additional road parking in the vicinity would not cause inconsiderate and unsafe obstructions to the surrounding road or footpath network or add pressure onto an already densely utilised parking network.

If all the above criteria are satisfied on a site by site basis then the Highways Authority would be more likely to approve of reduced parking proposals.

However, it is not possible to make the assumption that occupiers will be car free; although it may be possible to accept this to some degree where the units are single bed. Furthermore, if the neighbouring streets are controlled by Residents Parking then any new development is prohibited from joining the scheme.

The presumption that occupiers are required to use off road public car parks for parking of their vehicles is not generally supported. The Highways Authority will only consider any identified use of off-road public car parks as a means of resident parking in exceptionally sustainable developments that are located in main urban areas (as defined above). In such cases, the Highway Authority must first be satisfied that the car park/s in question are viable long-term parking options for affected residents and that the development has been designed to be extremely sustainable in transport terms.

To summarise, the key questions the Highways Authority will seek to address when considering proposals for reduced parking are:

- Where might residents park?
- What real harm would these vehicles cause?
- Are the roads heavily regulated in terms of prohibition of parking?
- Are the streets already under significant pressure?

16/05/2023

Newmarket Town Council 2023-2024

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Detailed Income & Expenditure by Budget Heading as at 30/4/2023

Month No: 1

Committee Report D&P M1

	Actual Current Mth	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
<u>Development & Planning</u>								
209 <u>Neighbourhood Plan</u>								
4089 Costs - Neighbourhood Plan	0	0	5,500	5,500		5,500	0.0%	
Neighbourhood Plan :- Indirect Expenditure	<u>0</u>	<u>0</u>	<u>5,500</u>	<u>5,500</u>	<u>0</u>	<u>5,500</u>	<u>0.0%</u>	<u>0</u>
Net Expenditure	<u>0</u>	<u>0</u>	<u>(5,500)</u>	<u>(5,500)</u>				
Development & Planning :- Income	0	0	0	0			0.0%	
Expenditure	0	0	5,500	5,500	0	5,500	0.0%	
Movement to/(from) Gen Reserve	<u>0</u>	<u>0</u>						
Grand Totals:- Income	0	0	0	0			0.0%	
Expenditure	0	0	5,500	5,500	0	5,500	0.0%	
Net Income over Expenditure	<u>0</u>	<u>0</u>	<u>(5,500)</u>	<u>(5,500)</u>				
Movement to/(from) Gen Reserve	<u>0</u>	<u>0</u>						

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Application	Constraints	Case Officer	Applicant name	Ward Member	Consultation expiry date	Neighbour comment at time of printing
Weeks beginning 8 th May						
DC/23/0741/TCA Trees in a conservation area notification - one Sycamore (T1 on plan) - fell Goldolphin Managment Highfield 15 Bury Road Newmarket Suffolk	Conservation Area	Daniel Gospel	Mr Ward	Councillor Rachel Hood Councillor Sue Perry	Fri 02 Jun 2023	no
DC/23/0752/TPO TPO (1990) tree preservation order - one Lime (on plan) prune the root of the tree (6 cmetres from the tree) 23 Leaders Way Newmarket Suffolk CB8 0DP		Gregory McGarr	Broughton	Councillor Charles Peter Lynch Councillor Kevin Yarrow	Wed 07 Jun 2023	no
DC/23/0719/FUL Planning application - change of use of existing residential swimming pool to be used by swim school (class D2) Chels 51A Bury Road Newmarket Suffolk CB8 7BY	Conservation Area	Adam Yancy	Mr Daniel Nicholls	Councillor Rachel Hood Councillor Robert Nobbs	Thu 01 Jun 2023	no

DC/23/0506/LB <u>Application for listed building consent - replacement and installation of two name signs</u> Lushington House 119 High Street Newmarket Suffolk CB8 9AE	Conservation Area	Savannah Cobbold	/	Councillor Charles Peter Lynch Councillor Kevin Yarrow	Fri 02 Jun 2023	no
DC/23/0515/ADV <u>Application for advertisement consent - a. one non-illuminated fascia sign b. one non illuminated parking sign c. one non illuminated wall sign d. one wall directional sign e. one non illuminated name sign</u> Lushington House 119 High Street Newmarket Suffolk CB8 9AE	Conservation Area	Savannah Cobbold	/	Councillor Charles Peter Lynch Councillor Kevin Yarrow	Fri 02 Jun 2023	no

Decision List

Weeks commencing 8 th May	NTC Comments
DC/23/0613/PIP <u>Permission in principle - one dwelling</u> 2 Duchess Drive Newmarket Suffolk CB8 8AQ	
DC/23/0425/HH <u>Householder planning application - a. porch enlargement b. cladding to front and side elevations c. first floor rear extension (following removal of chimney)</u> 10 Cecil Lodge Close Falmouth Avenue Newmarket Suffolk CB8 0ND	 The Committee voiced no objections.
DCON(C)/20/0174 <u>Application to discharge condition 28 (Lighting - prior to first occupation) of application DC/20/0174/VAR</u> The Silks 69 Exning Road Newmarket Suffolk	 Comments not invited.
DCON(A)/21/0913 <u>Application to discharge condition 6 (construction method statement) of DC/21/0913/FUL</u> Land Rear Of 2 Park Avenue Newmarket Suffolk	 Comments not invited.

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Helping Parish and Town Councils Vote for 20mph

20's Plenty for Us is supporting local councils that want 20mph in their community where people live, work and play. As the Highway Authority, Suffolk County Council sets local speed limits and erects signs and road features, such as 20mph roundels. Demonstrating widespread local community support for 20mph helps to persuade Suffolk County Council to implement it more widely and cost-effectively. Counties in England such as Cornwall, Oxfordshire and Lancashire have agreed 20mph for every settlement, as have counties throughout Wales, with 20mph promised by the Scottish Government. In all of those places, 30mph is becoming the exception and will only be on roads that are demonstrably safe for all road users, particularly pedestrians, children and the elderly.

28 million people already live where 20mph is, or soon will be, the norm.

Adopting a motion in favour of 20mph will help to:

- 1) Achieve a 20mph speed limit on roads in your community where people and motor vehicles mix.
- 2) Demonstrate to your Highway Authority the desire for 20mph county-wide, making it both cheaper and easier to implement.

Motion

[Your Parish or Town council name]:

Supports the 20's Plenty for Suffolk campaign;

**Calls on Suffolk County Council to implement 20mph in [your place];
and**

Will write to Suffolk County Council to request 20mph speed limits on streets throughout Suffolk where people live, work, shop, play or learn, with 30mph as the exception on those roads, where full consideration of the needs of vulnerable road users allows a higher

Why 20mph?

1. **Safer:** The UK's Department for Transport estimates that a 1mph lower speed in built-up areas reduces road casualties by 6%. Successful 20mph schemes result in 30% fewer casualties.
2. **Cleaner (and quieter):** 20mph reduces tail-pipe emissions by 25% compared with 30mph and is 50% quieter.
3. **Healthier:** 20mph helps to remove the blight of vehicle speed and builds inclusive communities where human activity, including walking, cycling and social interaction, takes first place.
4. **Popular:** National and local surveys consistently find 70% support in residential streets; such support rises after 20mph limits are introduced.
5. **Accepted** as normal by UK local authorities where 28m people live, including all of Wales - where 20mph will soon be the default speed on restricted roads¹ - and soon throughout Scotland². 20mph is global best practice where people mix with motor traffic.
6. **Compliance:** 20mph is as enforceable as any speed limit. Even with no additional police enforcement, speeds reduce by up to 6mph on faster roads.
7. **Affordable (and cost effective):** Multiple economic, societal and environmental benefits at low cost. Entry signs plus repeaters remind drivers with no need for physical calming or additional enforcement.
8. **Little journey time impact:** Congestion, junctions and crossings are the determining factors in built up areas and 20mph rarely affects journey times or bus timetables.

Wide area 20mph as a norm increases engagement and benefits whole communities. Allowing exceptions where faster speeds are safe for all road users avoids the need to prove lack of safety in order to adopt 20mph.

¹ Default speed limits are set by national governments. Local Highway Authorities can choose 20mph as the norm for residential streets and town and village centres and make 30mph the exception where demonstrably safe.

² https://www.20splenty.org/scotgov_says_20splenty



While introducing 20mph outside a school may seem logical, there is no evidence that this is where the danger lies. Families need a safe route for the whole journey, not just the last 100 metres outside the school.

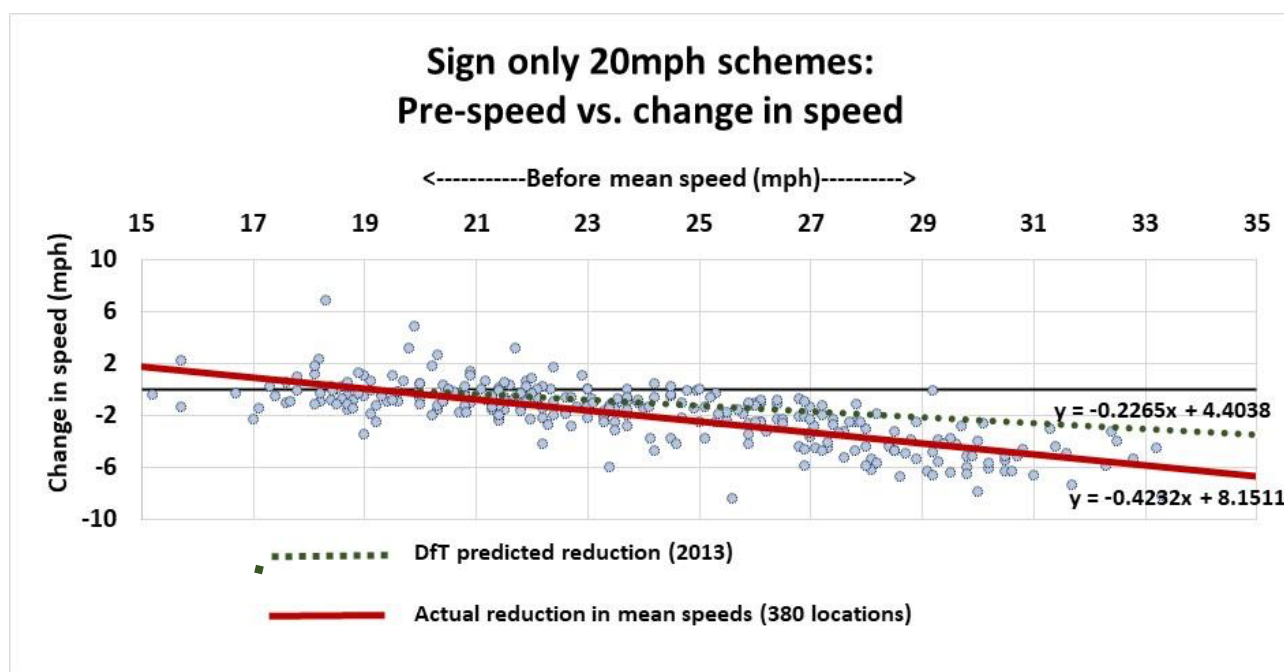
Signed schemes with public engagement are successful and cost-effective!



More on wide area 20mph benefits

Signed only limits do reduce road speeds

Road safety improves even without 100% compliance with a 20mph limit. Even a small change in the average speed results in significant casualty savings (6% reduction in casualties per 1mph reduction in speed³). However, recent data shows that reductions of 3–6mph in mean speeds are achievable without physical traffic calming or enforcement. The chart below shows the relationships between pre-scheme speeds and the impact of lowering the speed limit in nearly 400 locations, demonstrating that reductions are greatest on faster roads.

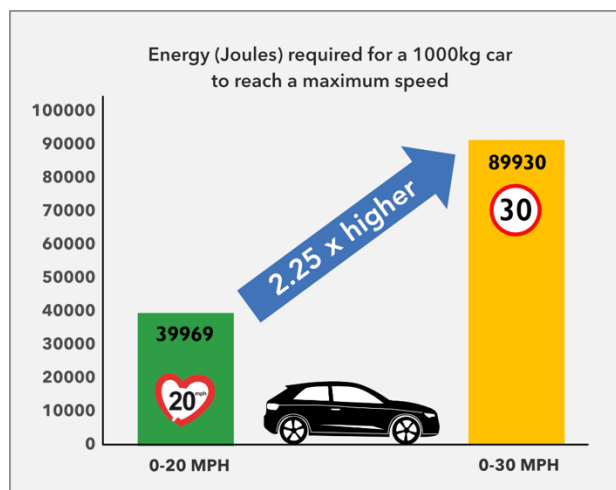


Over time, as 20mph limits become more established and in-car speed limiters become more widespread, compliance levels will increase and average speeds will reduce further.

³ <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>

Cost effective for drivers ...

Reducing peak road speeds around people saves both energy and cash. Research from Future Transport⁴ shows fuel efficiency peaks with speed capped at 20mph. This “real life” model factors in stop/start urban traffic. Less acceleration saves precious resources, since getting to 30mph requires over twice as much energy as getting to 20mph. Drivers can save up to 10p per mile



without trips taking longer. That's a 30% saving in urban fuel costs.

... and for local authorities

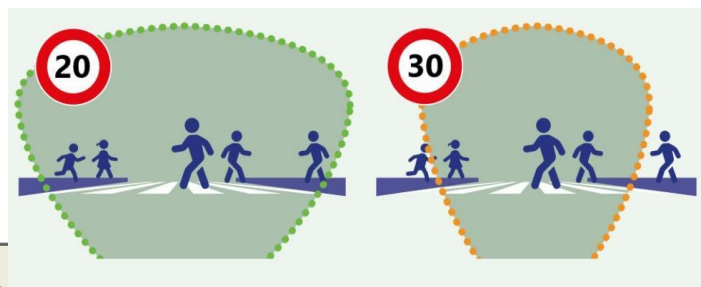
The earliest 20mph zones required extensive road engineering, such as humps and bumps to achieve full compliance with 20mph. With research showing significant reductions in speeds without engineering – up to 6mph on faster roads⁵ – enlightened councils are now implementing

⁴ https://www.20splenty.org/20mph_fuel_savings

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



schemes at much lower cost – typically £5 to £10 per person. Using signs and lines, education and, sometimes, light touch engineering is 7x more cost effective than speed bumps⁶.



Differences between Wide area 20mph limits and 20mph zones



20mph Limits - signs/markings only, no traffic calming, wider areas (where people mix with traffic)

Comprehensive approach – whole town/city dealt with at the same time – easier to explain & engage with whole communities.

eg in **Portsmouth**, cost around **£50,000** for 1200 residential roads



Humps for
1/2 mile

20mph Zones - with traffic calming (incl speed bumps), self-enforcing, typically small areas

Incremental approach – results in a 'patchwork' of different speed limits

Expensive - **7 x more expensive** than wide-area schemes

Both can cover a whole settlement

More time to see ...

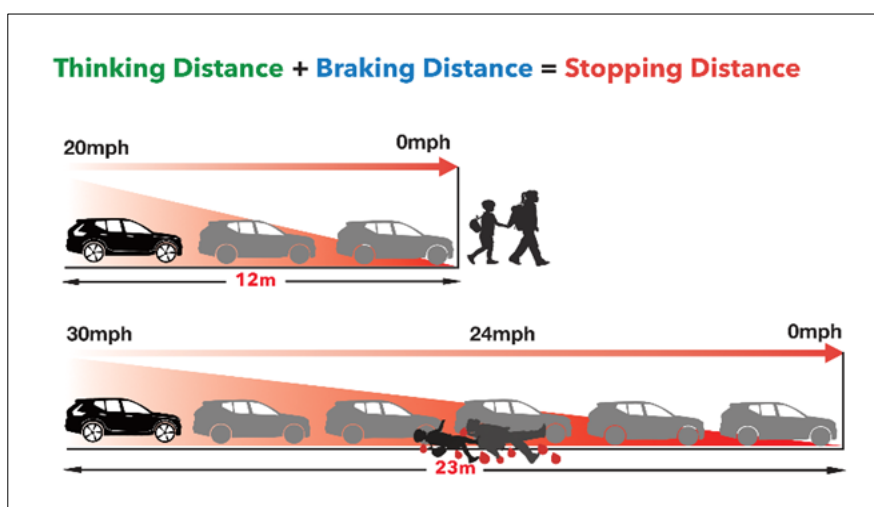
Children under 14 are unable to judge traffic speeds greater than 20mph reliably, putting them at greater risk when crossing the road.

⁶ https://www.20splenty.org/20mph_vfm

A driver's range of vision is greater at 20mph giving more time to spot potential danger and react in time to avoid a collision.

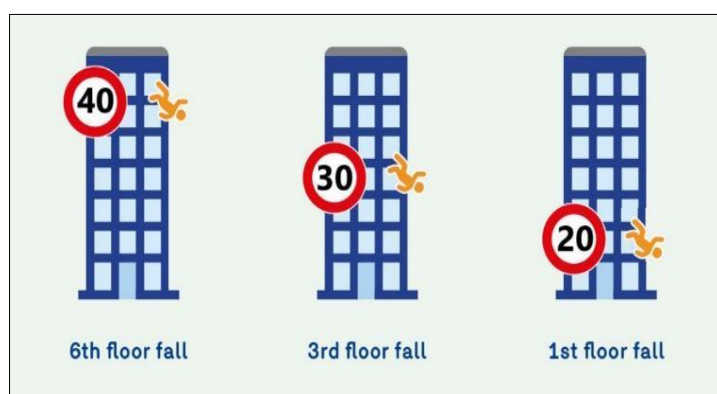
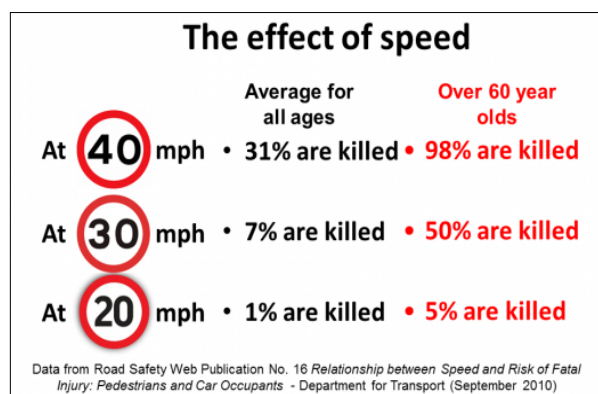
... and more time to stop

Travelling more slowly reduces stopping time. At the point at which a car travelling at 20mph has stopped, the 30mph car is still doing 24mph.



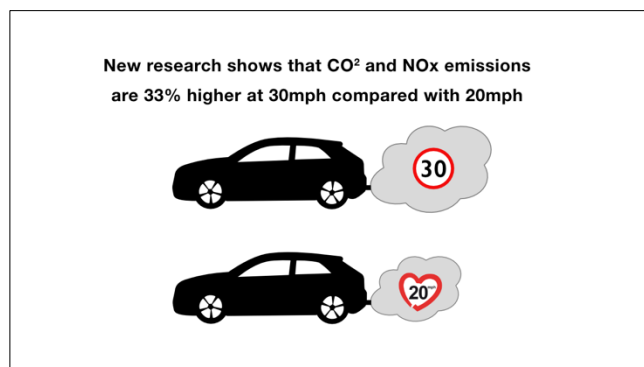
Safer streets for all, particularly children and the elderly

As well as lowering the actual risk of serious and fatal injury by a factor of seven compared with 30mph, 20mph also reduces fear and intimidation from motor vehicles, especially for vulnerable road users.



Better physical and mental health

Inactivity and pollution are major causes of early death in the UK. 20mph is associated with greater activity and lower air and noise pollution: tailpipe emissions are a 1/3 higher at 30mph than 20mph and that 30mph is twice as noisy⁷, leading to reduced health risks, improved sleep patterns and lower levels of anxiety. 20mph also helps sociability and reduces loneliness.



Greater activity

20mph helps to enable more walking and cycling, which leads to reduced obesity, heart disease and loneliness. Retaining mobility enables the elderly to live independently for longer, which reduces social care costs. Children can play out and learn independent mobility, with less taxi duty for parents and carers. 20mph enables lifestyle changes, renewed community life and a positive



atmosphere. Our towns and villages will be more attractive, liveable and sustainable places.

Enforcement and compliance

20mph is as enforceable as any speed limit. While some police forces, such as Avon & Somerset and the Metropolitan Police prioritise speeding enforcement, even without regular enforcement, 20mph limits reduce speeds, collisions and casualties - see case studies below. Driver education

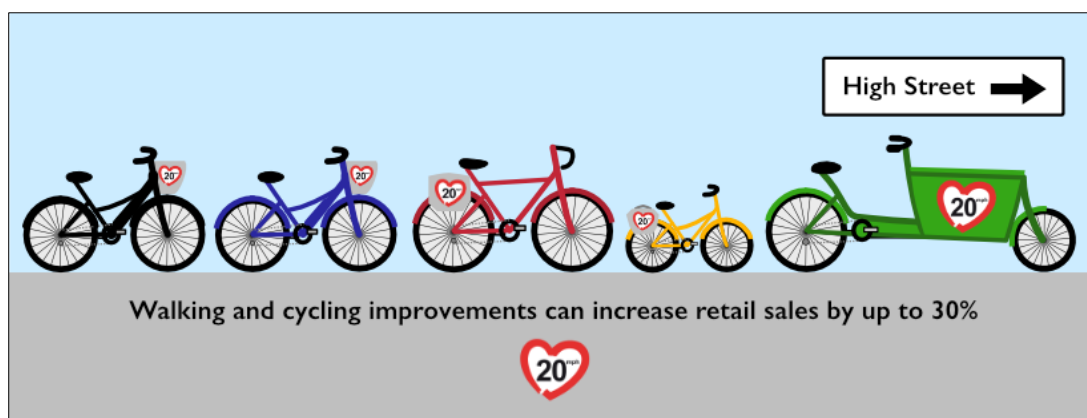
⁷ https://www.20splenty.org/noise_and_speed

through community engagement and compliance increases over time, as drivers become used to 20mph.

In-car technology will further increase compliance: many drivers welcome Intelligent Speed Assistance to ensure that they do not break the law inadvertently. Compliant drivers effectively become pacer vehicles for following traffic. Black boxes in vehicles will help further by enabling the automatic recording of collision speeds and potentially determining liability for collisions.

Better for business

There is evidence of retail sales increasing by up to 30% when people walk or cycle rather use their car to visit their local high street. People also visit their local high street more often when they walk or cycle, on average, spending 40% more than those who drive (source: TfL 2013). The association of 20mph with increased walking and cycling shows the benefit to local businesses.



Lowering road casualty costs

Road casualties are predictable and preventable and cost the UK over 2% of GDP. With speed reported as a factor in nearly half of fatalities⁸, and likely causative in many more, implementing 20mph reduces casualty costs, as well as pain and suffering.

Wide area 20mph limit schemes cost no more than £5-10 per head and typically pay back within months. Larger areas tend to be cheaper per person, since they need fewer signs. Smaller places can band together to share one-off costs, such as the Traffic Regulation Orders.

A calculator on the 20's Plenty website shows the cost/benefit for your Highway Authority⁹.

⁸ https://www.20splenty.org/tfl_20mph_data

⁹ https://www.20splenty.org/cost_benefit_calculator

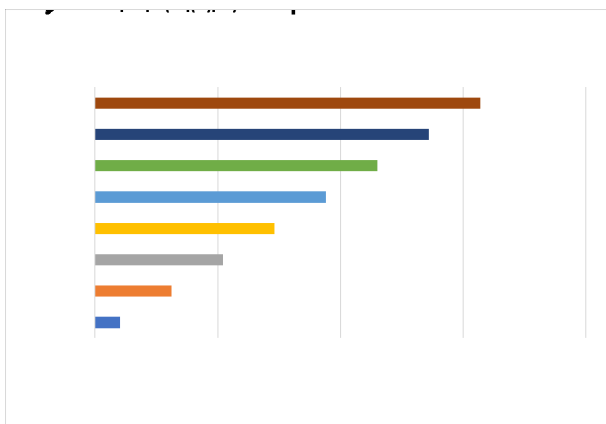


20's Plenty for Us

...making your place a better place to be

Local Authority calculator	Local Authority		Cornwall	
	Cost per head	£8.00	Note 3	
	Streets covered	80%	Note 4	
	Casualty savings	25%	Note 5	
		All roads	30mph roads	Note
DfT reported road casualties in Cornwall in 2019		1,616	687	43% 1
Of which: Killed			4	
Seriously injured			110	
Slightly injured			573	
Cost of reported casualties		£130.0m	£43.3m	33% 2
Including medical and ambulance			£2.5m	
Cost per person in Cornwall			£78	
Cost per person to implement 20mph			£8	
One-off implementation cost @ £8 per person			£3.5m	Covers 80% of the population
Expected casualty reduction of 25%			137	(all severities)
Expected annual benefit			£8.7m	Based on 25% casualty savings
Payback (months); first year IRR; 5 year benefit			4.8	249% £40m

CASE STUDY 1: Scottish Borders, Oxfordshire, Wales, Kent and Hampshire



In a scheme involving over 100 communities in the **Scottish Borders**, speeds reduced by an average of 3mph, even without additional enforcement. Greater reductions - up to 6mph - were seen in places where higher mean speeds were recorded before 20mph was implemented. This pattern was repeated in schemes in the **Wales, Oxfordshire, Kent, Hampshire**, Edinburgh and most recently on TfL red

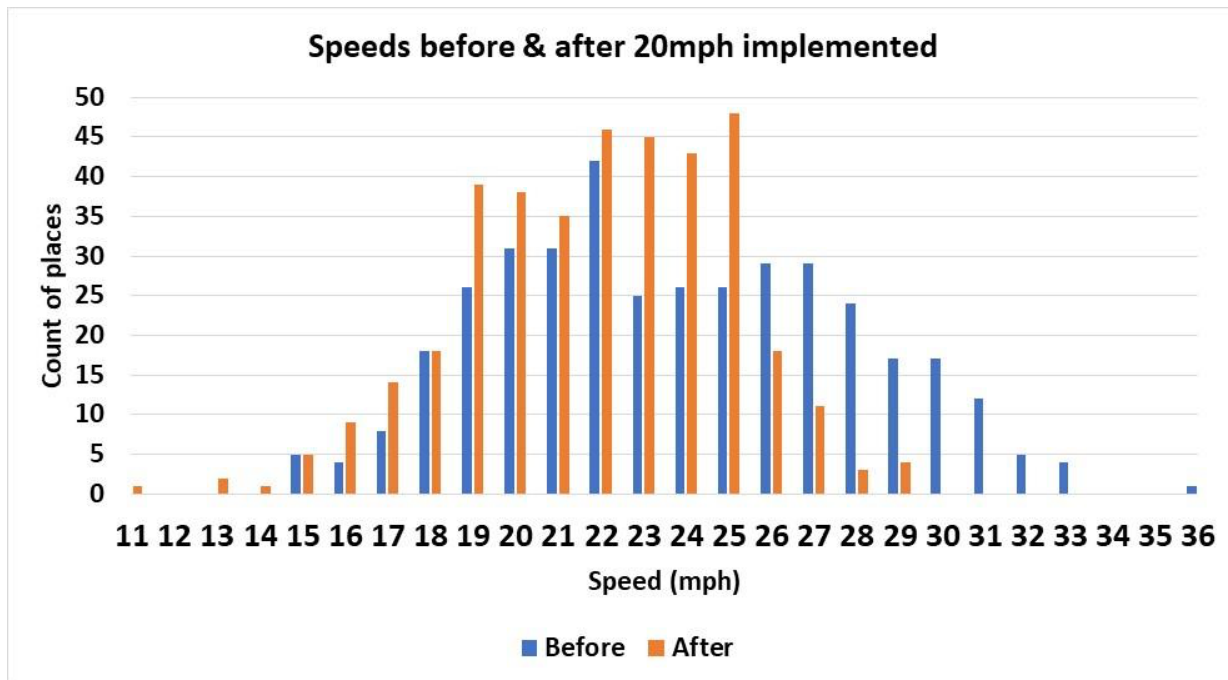
routes¹⁰.

Another significant finding was the total number of places recording higher speeds fell. Out of nearly 400 sites, 68 had mean speeds above 28mph before 20mph was implemented. This reduced by 90% to just six after implementation.

Pre-speed	Count	
	Before	After
Up to 24mph	208	280
24 - 27mph	104	94
28+	68	6
Total	380	380

The chart below shows 1) an increase in the number of low speed roads and 2) a higher concentration of speeds around the 24mph enforcement threshold.

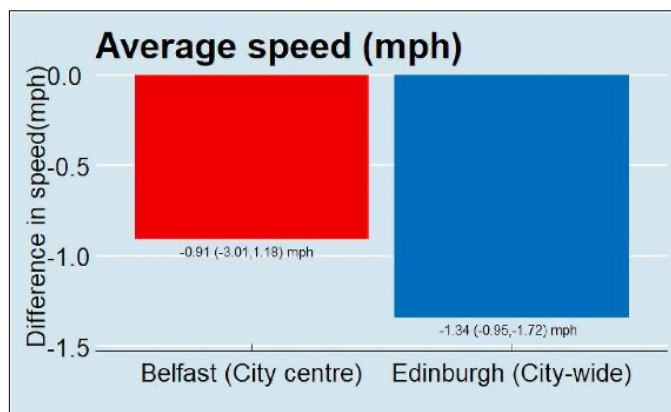
¹⁰ https://www.20splenty.org/tfl_20mph_data



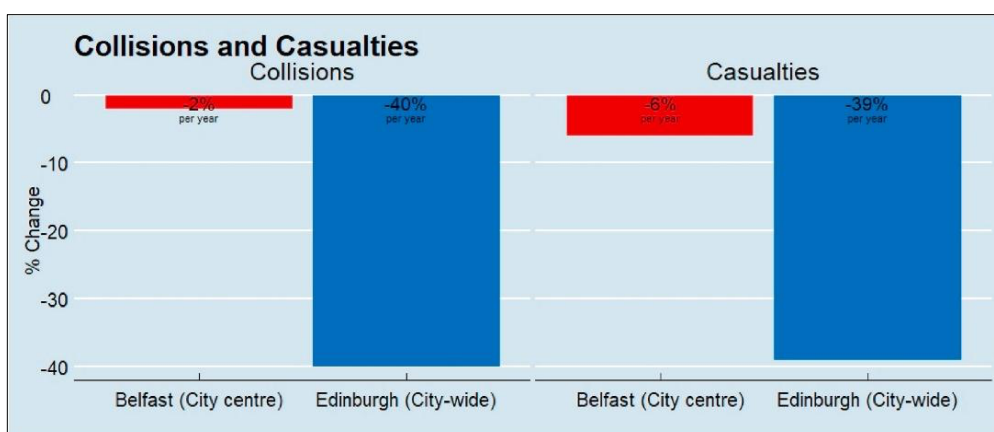


CASE STUDY 2: Edinburgh vs Belfast¹¹

Two contrasting schemes show the massive benefit of reduced casualties and speeds that come from implementing 20mph over a wide area of **Edinburgh** versus a small-scale, limited scheme in **Belfast**.



- The **Belfast** implementation on just 76 city-centre streets had speeds that were already below 20mph and included 27 partly pedestrianised streets. In addition, there was little community engagement or marketing of the scheme. Predictably, speeds and casualties changed little.
- In **Edinburgh**, by contrast, the widely publicised scheme covering the whole of the city resulted in lower speeds and casualties reduced by 39%, with fatalities down by a quarter¹².



The difference in outcomes is stark: a small and isolated 20mph scheme without publicity saw little change on congested city-centre streets where speeds were already low. A city-wide scheme with

¹¹ <https://www.sciencedirect.com/science/article/pii/S2214140521001717?via%3Dihub>

¹² <https://www.edinburghnews.scotsman.com/news/transport/edinburgh-20mph-speed-limits-deaths-crashes-and-casualties-reduced-by-20mph-limit-researchers-say-3861288>

engagement and education and including the city-centre, suburbs, residential areas, shopping streets gained significant speed and casualty reductions.

CASE STUDY 3: Bristol

Much of Bristol is now 20 mph. Studies found that speeds on 94% of surveyed roads had fallen, with an overall 2.7mph reduction in average speeds offering estimated casualty reductions per year of 4.53 fatalities, 11.3 serious injuries and 159.3 slight injuries¹³.

These total an estimated cost saving of over £15 million per year - annual savings over 5 times greater than the one-off roll-out cost of £2.77m mostly funded by Government. Over a ten-year period, 20mph in Bristol will have saved 45 lives, 113 serious injuries, 1,593 minor injuries, and accrued savings of over £147m net - a fantastic return on a public health investment! 20mph also saves drivers on average £50 per vehicle per year on fuel.

CASE STUDY 4: Faversham

In this historic market town of 20,000 people in Kent, 20's Plenty for Faversham successfully campaigned for a town-wide 20mph limit, which went live in September 2020. As well as being popular, speeds reduced by 4–5 mph on the faster roads.

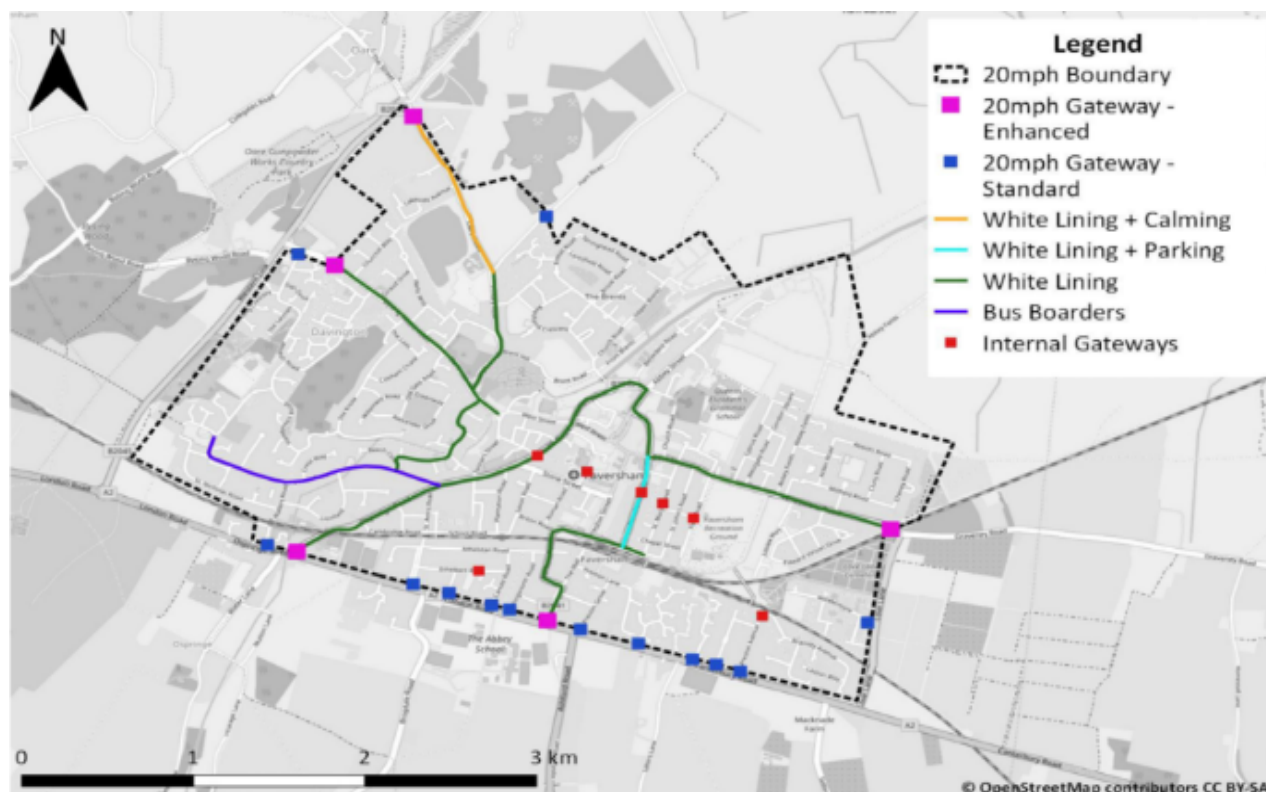
The strength of local support and the technical design persuaded Kent County Council that it would be more cost-effective to implement a town-wide 20mph speed limit. The highway authority accepted low-cost techniques to reduce traffic speeds: attractive gateways to the settlement announcing the speed limit change and resident-led 'Community Corners', as planters at key locations.

¹³ <https://uwe-repository.worktribe.com/output/875541>



20's Plenty for Us

...making your place a better place to be



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