

Forest Row Parish Council

Clerk:
Email:

Mr David O'Driscoll
parishclerk@forestrow.gov.uk

(Office Hours: Monday to Friday 9am to 4pm)



Community Centre
Hartfield Road
Forest Row
East Sussex
RH18 5DZ

To: All members of the COMMUNITY SERVICES
COMMITTEE:
Cllrs. T Lewin (Chairman), Davies, Josephson, R Lewin,
Moore, Pritchitt, Waters and Wogan

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Dear Sir/Madam,

You are required to attend a meeting of the
COMMUNITY SERVICES COMMITTEE to be held on
**TUESDAY 15th FEBRUARY 2022 in the
Garden Room at the Community Centre at
7.30pm.**

Date: 9 February, 2022

Mr David O'Driscoll
Clerk to Forest Row Parish Council

THE FIRST FIFTEEN MINUTES WILL BE AVAILABLE FOR RELEVANT QUESTIONS AND
REMARKS FROM THE PUBLIC – IF ANY. MEMBERS OF THE PUBLIC ARE WELCOME TO
STAY AND OBSERVE THE REST OF THE MEETING.

AGENDA

1. PUBLIC QUESTIONS – the meeting will start no later than 7.45pm.
(to include a presentation from FrowFriends)
2. APOLOGIES FOR ABSENCE
3. **TO DECLARE ANY INTERESTS OR REQUEST DISPENSATION PERTAINING TO THE
FOLLOWING ITEMS (INCLUDING DISCLOSABLE PECUNIARY INTERESTS)**
4. RECORDS OF THE MEETING HELD ON 7TH DECEMBER 2021
 - 4.1 To approve the minutes of the meeting of 7TH DECEMBER 2021
 - 4.2 To consider any objections to deletion of the digital recording of that meeting
5. CLARIFICATION OF ACTIONS FROM LAST MEETING
6. COMMITTEE CHAIRMAN'S COMMENTS
7. TO NOTE FINANCIAL REPORT to end month 10
8. **REPORTS ON SERVICES**
 - 8.1 Market
 - 8.2 Medical car service
 - 8.3 Hearing aid service
 - 8.4 EV charging unit
 - 8.5 'Gages' community lunches
 - 8.6 Thursday Club
 - 8.7 Youth Service
9. TO CONSIDER & RESOLVE ON A ROAD SAFETY MATTER
10. CORRESPONDENCE
11. ITEMS FOR FUTURE CONSIDERATION BY THIS COMMITTEE OR FULL COUNCIL

**COMMUNITY SERVICES COMMITTEE
BACKING PAPERS FOR MEETING 15th FEBRUARY 2022**

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9	Background materials to 20mph speed limit campaign	8-14

**COUNCILLORS' BRIEFING FOR THE MEETING OF THE COMMUNITY SERVICES
COMMITTEE TO BE HELD ON 15th FEBRUARY 2022**

1. **PUBLIC QUESTIONS** – A representative from the FrowFriends organisation will give a presentation on their work (postponed from the December meeting)
2. **APOLOGIES FOR ABSENCE** - None notified in advance
3. **TO DECLARE ANY INTERESTS OR REQUEST DISPENSATION** Members who have a financial interest in any of the items covered by this agenda may wish to declare a personal interest. But Members need to be realistic and observe a sensible 'de minimis' judgement, otherwise the provision becomes trivialised.
4. **TO DEAL WITH RECORDS OF MEETING.** Meeting of 7th December 2021.
5. **CLARIFICATION OF ACTIONS FROM LAST MEETING** Any points of information arising from the previous meeting that can be dealt with briefly.
ACTION: to discharge as appropriate
6. **CHAIRMAN'S COMMENTS** Cllr T Lewin will update the Committee on the current status of the Committee's remit and activities. There will be no 'Clerk's Report' on this occasion.
ACTION: to note
7. **FINANCIAL MATTERS**
A printout to end month 10 is attached to the backing papers. Nominal performance against target should be 83%. Income is running at 108%, due largely to the buoyant receipts from the market, 'Gages' and youth service refreshment sales. Expenditure is 68% of forecast, though it is likely that the costs of market equipment refurbishment and the 'Gages' deep clean will bring the figure nearer to target by the year end.
8. **CURRENT SERVICES.** These are covered by reports attached to the papers from:
Sue Young (market/ medical car service/ hearing aid maintenance/ EV charging unit),
Sandra Aylen (Gages & Thursday Club),
Melissa Rey-Mesher (youth service)
ACTION: to note (unless any item above requires a resolution)
9. **TO CONSIDER & RESOLVE ON A ROAD SAFETY MATTER**
Under the Scheme of Delegation, road safety is within the remit of this Committee. There has been considerable interest in the adoption of a 20mph speed limit within the village. A document setting out the case for it is attached to the papers, which please read in advance of the meeting. The Chairman proposes that Committee should resolve as follows:
"Forest Row Parish Council: A) Supports the 20's Plenty for ESCC campaign and will write to ESCC in support o 20mph speed limits on streets throughout East Sussex where people live, work, shop, play or learn. B) Calls on ESCC to implement 20mph in Forest Row."
ACTION: to consider and resolve accordingly
10. **CORRESPONDENCE** - none that has not previously been circulated.
11. **ITEMS FOR FUTURE CONSIDERATION BY COMMITTEE OR FULL COUNCIL**

Detailed Income & Expenditure by Budget Heading 07/02/2022

Month No: 11

Committee Report

	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
Localism & Community Projects							
206 Community Transport							
2678 Medical Car Scheme Income	189	300	111			62.9%	
Community Transport :- Income	<u>189</u>	<u>300</u>	<u>111</u>			<u>62.9%</u>	<u>0</u>
2554 Wealdlink	916	1,000	84		84	91.6%	
2601 Voluntary Medical Car Service	0	200	200		200	0.0%	
Community Transport :- Indirect Expenditure	<u>916</u>	<u>1,200</u>	<u>284</u>	<u>0</u>	<u>284</u>	<u>76.3%</u>	<u>0</u>
Net Income over Expenditure	<u>(727)</u>	<u>(900)</u>	<u>(173)</u>				
207 Market							
3184 CC-Market Income	9,003	6,000	(3,003)			150.0%	
Market :- Income	<u>9,003</u>	<u>6,000</u>	<u>(3,003)</u>			<u>150.0%</u>	<u>0</u>
3151 CC-Market expenditure	759	1,300	541		541	58.4%	
Market :- Indirect Expenditure	<u>759</u>	<u>1,300</u>	<u>541</u>	<u>0</u>	<u>541</u>	<u>58.4%</u>	<u>0</u>
Net Income over Expenditure	<u>8,244</u>	<u>4,700</u>	<u>(3,544)</u>				
209 Localism & Community Proj Misc							
2905 Repair Cafe & Wellbeing Servic	1,883	2,000	117			94.2%	
4180 Misc Income	12	0	(12)			0.0%	
Localism & Community Proj Misc :- Income	<u>1,895</u>	<u>2,000</u>	<u>105</u>			<u>94.8%</u>	<u>0</u>
2700 Repair Cafe & Wellbeing	766	2,000	1,234		1,234	38.3%	
Localism & Community Proj Misc :- Indirect Expenditure	<u>766</u>	<u>2,000</u>	<u>1,234</u>	<u>0</u>	<u>1,234</u>	<u>38.3%</u>	<u>0</u>
Net Income over Expenditure	<u>1,129</u>	<u>0</u>	<u>(1,129)</u>				
304 Cafe							
3480 Gages - Sales	18,100	20,000	1,900			90.5%	
Cafe :- Income	<u>18,100</u>	<u>20,000</u>	<u>1,900</u>			<u>90.5%</u>	<u>0</u>
3436 Gages-Purchase of Equipment	1,346	1,500	154		154	89.8%	
3460 Gages -Purchases Food etc	7,990	12,500	4,510		4,510	63.9%	
Cafe :- Indirect Expenditure	<u>9,336</u>	<u>14,000</u>	<u>4,664</u>	<u>0</u>	<u>4,664</u>	<u>66.7%</u>	<u>0</u>
Net Income over Expenditure	<u>8,764</u>	<u>6,000</u>	<u>(2,764)</u>				

Detailed Income & Expenditure by Budget Heading 07/02/2022

Month No: 11

Committee Report

	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
306 Thursday Club							
3680 TC-Subscriptions	485	400	(85)			121.3%	
Thursday Club :- Income	<u>485</u>	<u>400</u>	<u>(85)</u>			<u>121.2%</u>	<u>0</u>
3636 TC-Running Costs	490	1,000	510		510	49.0%	
Thursday Club :- Indirect Expenditure	<u>490</u>	<u>1,000</u>	<u>510</u>	<u>0</u>	<u>510</u>	<u>49.0%</u>	<u>0</u>
Net Income over Expenditure	<u>(5)</u>	<u>(600)</u>	<u>(595)</u>				
406 Youth Provision							
4676 YP-Grants & Other Income	2,483	1,000	(1,483)			248.3%	
Youth Provision :- Income	<u>2,483</u>	<u>1,000</u>	<u>(1,483)</u>			<u>248.3%</u>	<u>0</u>
4603 YP - Dev costs & General Expen	2,775	2,500	(275)		(275)	111.0%	
Youth Provision :- Indirect Expenditure	<u>2,775</u>	<u>2,500</u>	<u>(275)</u>	<u>0</u>	<u>(275)</u>	<u>111.0%</u>	<u>0</u>
Net Income over Expenditure	<u>(293)</u>	<u>(1,500)</u>	<u>(1,207)</u>				
Localism & Community Projects :- Income	<u>32,154</u>	<u>29,700</u>	<u>(2,454)</u>			<u>108.3%</u>	
Expenditure	<u>15,042</u>	<u>22,000</u>	<u>6,958</u>	<u>0</u>	<u>6,958</u>	<u>68.4%</u>	
Movement to/(from) Gen Reserve	<u>17,112</u>						
Grand Totals:- Income	<u>32,154</u>	<u>29,700</u>	<u>(2,454)</u>			<u>108.3%</u>	
Expenditure	<u>15,042</u>	<u>22,000</u>	<u>6,958</u>	<u>0</u>	<u>6,958</u>	<u>68.4%</u>	
Net Income over Expenditure	<u>17,112</u>	<u>7,700</u>	<u>(9,412)</u>				
Movement to/(from) Gen Reserve	<u>17,112</u>						

FOREST ROW VILLAGE MARKET

Following last years record sales this year seems to be heading in the same direction. We already have the following confirmed stalls:

March	34
April	37
May	35
June	32
July	35
August	35
September	36
October	35
November	40
December	39

I plan to have additional stalls on the village green from June – August weather permitting and as the June market falls over the Jubilee weekend it will have a patriotic theme with Union Jack bunting.

Work to repair the old gazebos is well under way which will enable us to hire out more in the upcoming months.

MEDICAL TRANSPORT

The drivers have made 158 trips, covered 4056.3 miles this financial year and have taken £140 admin fees and £16.55 in donations.

Drivers are still required as there were no new volunteers following the Advertisement in the Parish News.

HEARING AID MAINTENANCE

Following the Business Group Meeting where I spoke to Michael from Hearology, Michael advised me that they are happy to take on our NHS clients free of charge if we give them some of our hearing aid supplies we currently obtain from Maidstone Hospital. **I would seek members approval to do this as they are best placed to carry out repairs that we are not able to do. This would alleviate some of the pressure on the office staff and provide the clients with expert assistance when needed.** We could continue to give out batteries to those coming into the Community Centre.

CAR CHARGING UNIT

The latest on the BP Pulse charging point is that Charge Your Car has been taken over by BP Pulse and BP Pulse had closed down our access to the account details. I am in talks with Edward Dixon (National Expansion Manager bp pulse) and Brian (BP Pulse Business to Business Customer Support) and I can now confirm that our unit is now visible on the BP Pulse network App map I also have login details and am now able to see the usage which I have had confirmed that BP Pulse are charges directly by our energy providers for the electricity used by members of the public. We have the option should council decide to lease or purchase an electric vehicle to set up an additional private scheme that we pay for the electric usage by our company vehicles.

I emphasise that public use of the charging unit bears **NO** cost to the council as this is paid directly by BP Pulse. I therefore recommend that our charging point remain on the BP Pulse network which will ensure that our unit is maintained, repaired and serviced by BP Pulse at no cost to the Council.

Sue Young / 28/01/2022

COMMUNITY SERVICES REPORT 15th February 2022

GAGES

Busy end to the year with Christmas lunch held on 17th December, we had 19 meals delivered and 27 eat in. The kitchen team were great, and everyone had a lovely time.

The number of meals we are serving has gone up but mostly in deliveries even though I have reduced deliveries down to 10 per day due to the lack of volunteer drivers. I have had to ask customers to collect or have done deliveries myself.

Figures taken from our daily records since 1st December 2021 These figures show being open 3 days a week up until 4th February 2022

	Total Deliveries	Diners to Gages	Soup	Main	Veggie	Dessert	Frozen
8 Week Period	382	223	388	503	145	435	29
Average per week	47.75	27.8	48.5	62.8	18	54.3	3.5
Average per day	15.9	9.2	16	20.9	6	18.1	1.2

THURSDAY CLUB

Only a couple of meetings since my last report but we have had a lovely tea & chat, Laughter yoga held by Sam Rehan, which was great fun.

Myself and 5 members and some volunteers from FRow Friends went to the Hawth Theatre on 3rd February to see Chicago the Musical which was fantastic.

QUEENS PLATINUM JUBILEE

I have advertised on our website, Facebook and on our noticeboards that we would like to hear from the community as to what they would like to do or have arranged to do. So far, we have had 3 suggestions which are,

Chalk drawings on the pavement.

U3A Art Club would like to do paintings and display them either in the Village Hall or the Community Centre.

To commission a sign in Forest Row like the one in Hartfield.

Sandra Aylen
7th February 2022



Community Services Report
December 2021-February 2022

Statistics January and February = 223

General

The centre is being well attended despite the difficulties that we have had with cases on the increase many of our youth have had periods when they have been unable to attend.

The year 5 and 6 youth are really enjoying the sessions and it's been great for us as a staff team as working with the younger youth has been extremely refreshing though more challenging on other levels.

Our older sessions also have a steady flow of young people that are committed to attending the 2 sessions a week. They have also taken on more of a mentoring role with some of our younger youth, often helping out during planned themed sessions and also volunteering their time to support with events like the Christmas trail.

Activities:

We have been taking the younger youth outside during sessions and facilitating sports related games.

Christmas party- We held a Christmas crafts themed session for the younger youth in December.

Christmas Movie Night- We had an Christmas themed session for our older youth which involved a movie, secret santa and dominoes pizza take away. The money for the take away was kindly donated by "Friends of the VENUe".

We cook weekly with our older teens as they are often hungry after a day at school and this ties in with basic life skills. Small simple and healthy affordable meals.

At the beginning of December MM held an open evening at the VENUe. The aim for the evening was to invite the community into the building to hear mini presentations from partnership organisations that

work directly with young people, mainly focused on looking at ways of supporting young people through substance abuse and anti social behaviour. MM worked alongside Councillor Patricia Patterson to facilitate the delivery of the evening.

We received lots of positive feedback from parents and people who attended.

On the 16th of December we spent 3 days completing a graffiti mural with local graffiti artist Julian Johnson on the wall at the back of the business centre. the project was a huge success and had a real community "Spirit " as we encouraged adults and youth to work alongside each other across the 3 days.

MM and JJ are looking at potential spots to keep the momentum going through outreach with the idea of a monthly rolling gallery. MM to update in next report.

We closed the VENUe for 2 weeks over the christmas period.

January

We have had some quiet sessions due to the increase in covid cases but although slow its been steady throughout the month.

MM has been making contact with local organisations to look at potential collaborations.

MM met with River Medway worker to plan a river challenge clearing the river from rubbish and also the path way leading to the river hopefully on March 19th. MM to update.

MM has also made contact with the new Community Development project worker at Tablehurst and will be looking at ways of working together with the youth at the farm.



Ask your Parish or Town Council to vote for 20mph

20's Plenty for Us is asking Parish and Town Councils in East Sussex to pass a motion to support the campaign for 20mph where people live, work and play. Each local council that does will help:

- 1) Achieve a 20mph speed limit on roads, with exceptions where 30mph is demonstrably safe, particularly for vulnerable road users.
- 2) Demonstrate to the Highways Authority the demand for 20mph county-wide, making it both cheaper and easier to implement across the county and achieving better driver compliance.

Speed limits are set by ESCC as the Highway Authority, which also makes Traffic Regulation Orders to erect signs or change other road features like paint roundels or remove centre lines. Demonstrating widespread local community support is critical to securing the County's agreement to implement 20mph widely. Other counties, such as Lancashire and Sefton in England, have agreed 20mph for every settlement, as have counties throughout Wales. Scotland has promised to offer 20mph widely and places like Warrington have 20mph in all their satellite villages.

Background information on 20mph speed limits

1. **Accepted** as normal by local authorities where 25m people in the UK live, including the whole of Wales and (soon) Scotland. 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.
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.
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.

Signed schemes and public engagement are cost-effective and offer seven times better value for money than heavily-engineered schemes.

More on Benefits of Wide Area 20mph

1. Wide area 20mph is 7x more cost effective

20^{mph}

How Wide-Area 20mph plus engagement is 7 x more Cost Effective than Speed Bumps

20 Small, isolated 20mph zones with bumps endorses going 10mph faster elsewhere

20mph with physical calming such as speed bumps cost about £40-60k per km

In May 2022, all new car models will have Speed Limiters fitted, so bumps will become increasingly obsolete

20 20mph (including community engagement) costs about **£1.1k per km**

20mph sees a **3dB(A) cut in noise** - equivalent to halving sound heard

Bumps INCREASE Air and Noise Pollution - due to acceleration and braking

Bumps are very time-consuming to install

WE WOULD PREFER TO GIVE
12,500 people in a community, signed 20mph plus education and community feedback

RATHER THAN
250 people a 20mph road with bumps - for the same cost

NICE* recommends **no bumps** and 'smooth' driving in its air quality advice

£££ Making 20mph normal is **7 x better value for money** than 20mph with bumps

For more information visit: www.20splenty.org

Design by Sue Nicholls (20's Plenty for Here)

2. Safer streets for all, particularly children and the elderly

Significantly reduced risk of serious injury, especially for vulnerable road users together with less fear and intimidation from motor vehicles. Children under 14 years old cannot correctly judge traffic speeds and adults have to keep them safe by setting speed limits and driving at speeds that reduce danger. Being hit at 20mph is around 7x less serious than being hit at 30mph. It's like falling from the 1st floor rather than the 3rd floor of a building.

The effect of speed

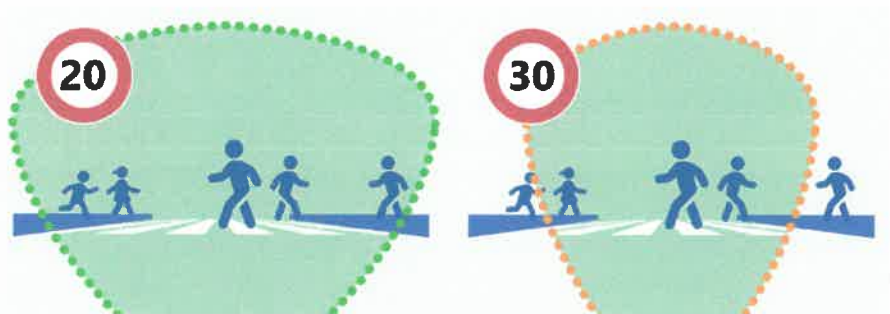
	Average for all ages	Over 60 year olds
At 40 mph	• 31% are killed	• 98% are killed
At 30 mph	• 7% are killed	• 50% are killed
At 20 mph	• 1% are killed	• 5% are killed



Data from Road Safety Web Publication No. 18 Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants - Department for Transport (September 2010)

3. More time to see...

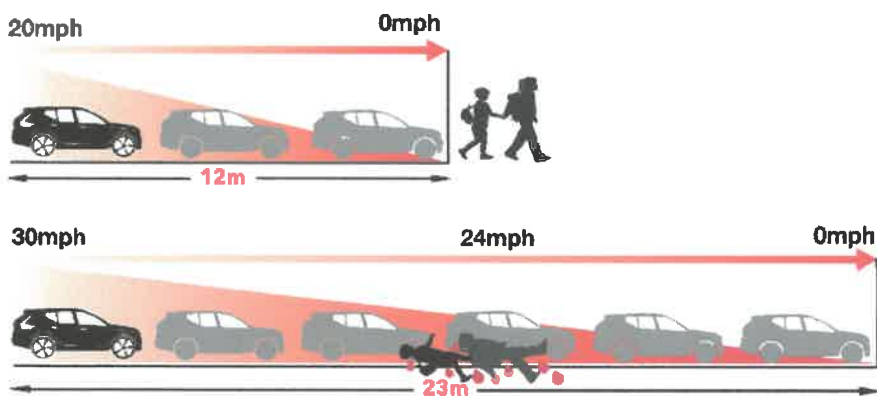
At 20mph your range of vision is greater, enabling you to anticipate danger better.



4. ...and more time to stop

Not only do you see danger earlier, you can stop more quickly. At the point that a car going at 20mph has stopped, a car at 30mph is still travelling at 24mph.

Thinking Distance + Braking Distance = Stopping Distance



5. Promoting healthy lifestyle: better public health, less pollution, better community



Inactivity and pollution are major causes of early death in the UK and 20mph is associated with higher levels of activity. As well as reducing obesity, heart disease and loneliness, increased walking and cycling reduces pollution, improves sleep patterns (vehicles at 20mph emit 50% less noise than at 30mph), makes people less anxious and more sociable.

The elderly and vulnerable retain independent mobility longer, keeping them self-sustaining in daily life which reduces social care costs. Children can play out and learn independent mobility, with less taxi duty for parents and carers. Finally, 20mph enables lifestyle changes, renewed community life and a positive atmosphere. Our towns and villages will be more attractive, liveable and sustainable places.



6. Enforcement

- As with any speed limits, 20mph is enforceable. Individual police forces choose to place different priorities on speed management. Some, such as Avon and Somerset and Metropolitan Police are very active; others less so.
- Even without regular enforcement 20mph limits reduce speeds, collisions and casualties, particularly where there is driver education through community engagement, such as Community Speedwatch.
- Compliance will increase over time, as drivers become used to 20mph. Compliant drivers effectively become pacer vehicles to enforce 20mph on the traffic behind them.
- The introduction of “in car speed limiters” – likely to be mandatory on new models from 2022 and all vehicles from 2024 – will further increase compliance without external enforcement. Although drivers can choose to override the limiter, most will welcome the reassurance that they are not breaking the law inadvertently. Vehicles will also have black boxes fitted, which can record the speed limit in the event of a collision, affecting a driver’s liability.

7. Strengthening the local economy

20mph aids local business as people want to shop, socialise and live in 20mph places. Helps fight the trend to online buying towards the local economy and, in particular, our local high streets and town centres.

8. Lowering the cost of traffic danger

Road casualties are responsible for the loss of over 2% of GDP. Collisions are predictable and preventable. Introducing a safer system by reducing speed brings down casualties, saves money as well as pain and suffering. The trend towards 20mph is well-established in the UK and other countries. With 20mph coming, don't let where you live be left behind.

Wide area 20mph limit schemes typically cost no more than £5-6 per head. Where several places are made 20mph, together some costs, such as the Traffic Regulation Order, can be shared. Larger areas tend to be cheaper per person, since they required fewer signs.

20mph is not expensive and the investment cost brings benefits for years; typically it pays back within months. A calculator on the 20's Plenty website – see example below – can show the cost benefit for your Highway Authority: https://www.20splenty.org/cost_benefit_calculator.

Whole country calculator	Country		England
	Cost per person	£5.00	Note 3
	Streets converted	80%	Note 4
	Casualty savings	20%	Note 5
Cost:benefit of implementing 20mph			
	All roads	30mph roads	Note
DfT reported road casualties in England in 2019	139,695	78,998	57%
Of which, casualties on 30mph roads in LAs not yet committed to 20mph		50,607	36%
Of which: Killed		333	
Seriously injured		8,044	
Slightly injured		42,230	
Cost of reported casualties	£10,260m	£3,252m	32%
Casualty cost per person per year		£83	
Cost per person to implement 20mph		£5	
One-off implementation cost @ £5 per person living in LAs not committed to 20mph		£197m	
Expected casualty reduction of 20%		8,097 (all severities)	
Expected annual benefit		£520m	Based on 20% casualty savings
Payback (months): first year IRR: 5 year benefit		4.5	264% £2,403m
* Implementing 20mph on 80% of 30mph roads in England for a one-off cost of £197m could save 8,097 casualties and £520m each year. The investment pays back in 4.5 months with a first year IRR of 264%, saving £2,403m over five years.			
* Costs for 20mph would be significantly less when implemented as a national default.			
* DfT statistics, based on police records (note 1) show 139,695 casualties in England in 2019, of which 50,607 or 36% were on 30mph roads in Local Authorities not yet committed to 20mph, at a cost (note 2) of £3,252m. That's the equivalent of £83 per person per year.			



9. Signed only limits reduce road speeds

Road safety is improved even without 100% compliance with a 20mph limit. Studies, such as those below show that reductions in average speeds are achieved without physical traffic calming or enforcement and such reductions are greatest on faster roads. Even relatively small changes in average speed result in significant casualty savings.

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

CASE STUDY - Bristol

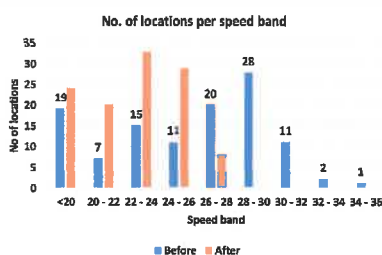
Much of Bristol is now 20 mph. Studies have found that speeds on 94% of surveyed roads had fallen, with an overall 2.7mph reduction in average speeds offering estimated casualty reductions per year of 4.53 fatalities, 11.3 serious injuries and 159.3 slight injuries.

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 save over £147m net - a fantastic return on a public health investment! It also saves drivers on average £50 per vehicle per year on fuel.

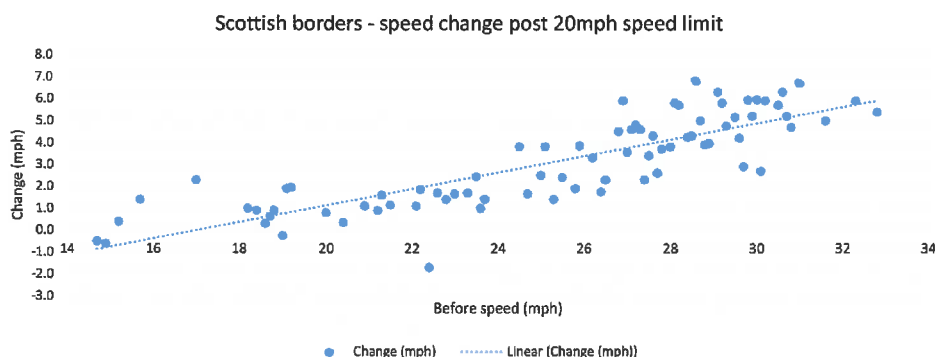
CASE STUDY - Scottish Borders

In a trial involving over 100 communities in the Scottish Borders, speeds were shown to reduce by an average of 3mph, with greater reductions in places with higher pre-speeds.

Scottish borders		
20mph data	Reduction	
Pre-speed	mph	%age
Up to 24mph	1.0	4.8%
24 - 27mph	3.3	12.5%
28+	5.3	17.5%



As well as lowering speeds overall, the number of places with higher speeds also reduced. Before the scheme, locations experiencing average speeds above 28mph fell from over 40 to **NONE** after implementation.





CASE STUDY - 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.

Initially opposed by Kent County Council, strength of local support and the technical design showed that it would be more cost-effective to implement a town-wide 20mph speed limit.

Low-cost techniques to reduce traffic speeds were accepted by the highway authority: attractive gateways to the settlement announcing the speed limit change and resident-led 'Community Corners', - as planters at key locations.

