

Belper Town Council  
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Fao: Debra Townsend  
Town Clerk

Ask for Ian Parker  
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Our ref 82021610  
Your ref  
Date 24 February 2022

Dear Debra,

### **20s Plenty Campaign**

Thank you for your letter of 17<sup>th</sup> February below to Cllr Athwal regarding your support of the 20's plenty campaign.

Firstly, I would like to reassure you that the County Council takes its road safety responsibilities very seriously and the reduction of collisions and casualties is one of the key investment areas within its Local Transport Plan. An annual service plan of safety related projects is put together each year, based upon well-established interventions to reduce the overall figures and to target specific trends of types of incidents. The plan enables us to prioritise measures which give us the most benefit for the Council's investment. Benefits are both in relation to people's safety and financial (such as reductions in hospital costs and the expense of emergency services attending the scene).

The use of 20 mph limits and zones are just one of many highway interventions and tools to contribute to safer roads in Derbyshire. There are however differing levels of success from all measures. These typically also include measures such as traffic signals, roundabouts, road surfacing, road signage and of course speed limits. These rates of return or success of measures can differ greatly and the annual programme of safety measures for the monies received from Government must give the best value for our money across Derbyshire's road network. Sadly, the annual investment we receive means a system of prioritisation must be employed to address sites with poor collision histories.

The reduction in any traffic speeds will of course make our roads safer, encourage healthier lifestyles and reduce carbon emissions. The key challenge is though, ensuring the public respect those limits and drive accordingly. The erection of signs alone can be effective to some degree, but small reductions only derive small benefits

in comparison with other safety measures. The health benefits also obviously rely upon the reduction in speeds. There are also national criteria on the setting of local speed limits, which needs to ensure the limits set are characteristic of the environment to ensure the respect of the public and to give the Police a manageable enforcement task.

The County Council is supportive of the general aims of the '20's plenty' national campaign, and like you we want to see safer roads, better opportunities for healthier living and cleaner air.

For your information, we will be implementing 20mph zone trials in two towns in Derbyshire to promote clean air and cycling, making them "Green Towns." Once these pilots have been chosen, delivered and evaluated, broader implementation could then be considered.

The reason for a trial rather than fuller roll out is that there is little evidence at this stage to suggest that they achieve any significant reduction from signed only 20 mph limits in traffic speeds or any large reduction in road casualties. Without significant speed reduction the associated health benefits are also reduced. This view was supported by Department for Transport's own research document in 2018 and our own evaluation of similar schemes in Derbyshire some years ago.

Bearing the above in mind, the trials in association with the commitment to our "Green Town" commitment will allow us to take another look at a 20 mph speed limit encompassing a larger area in order to re-evaluate the merit of such scheme in association with other green measures or controls.

Once we have completed our trials, we will of course share the findings and re-consider requests for 20 mph limits on a larger scale.

I hope that the information provided has clarified the Council's current position.

If you require any further information or clarification regarding the details of this reply, please contact let me know.

Yours sincerely

*Ian Parker*

Traffic and Safety Service