



CONSULTATION PAPER

**LEGISLATIVE PROPOSAL TO INTRODUCE 20 MPH SPEED  
LIMITS IN DESIGNATED RESTRICTED STREETS**

BY CONALL MC DEVITT MLA

Deadline for responses – Monday 9 July at 5pm



## INTRODUCTION

Road injuries are amongst the leading causes of loss of life and disability worldwide, and regionally, a reduction in road related death and injury is a major aim of public policy.<sup>1</sup> The World Health Organisation has identified speed as the single most important contributor to road fatalities.<sup>2</sup> Research from the Department for Transport (DfT) found that if a pedestrian is hit by a vehicle travelling at 20mph, there is about a 2.5% (1 in 40) chance of being killed, or 97.5% chance of surviving, which compares with the research which states that if hit by a car travelling at 30mph, there is about a 20% (1 in 5) chance of being killed, or 80% chance of survival. This pattern further correlates if you increase the speed, increasing chance of death.

I believe that by reducing the speed limit on designated restricted roads we could act positively to reduce collisions and fatalities on our roads. The main objective of the proposed bill is to increase road safety, particularly for pedestrians and other road users, but as evidence from elsewhere suggests, a reduced speed limit also benefits our health and our environment.<sup>3</sup> Recent guidance issued by the National Institute for Health and Clinical Excellence recommended the introduction of 20mph speed limits and zones as an important way of improving safety and of creating environments to encourage and enable active lifestyles.<sup>4</sup>

20mph restricted zones are already commonplace in England and have given way to very positive results, recording reductions in fatalities and injuries amongst pedestrians and cyclists. The implementation of a bill would serve as a preventative measure to ensure a reduction in numbers killed on our roads; in London, the introduction of 20mph zones was associated with a 41.9% reduction in road casualties.<sup>5</sup> This reduction was greatest in younger children, with a 51% decrease in all child casualties, which is something that I believe we should be emulating here in Northern Ireland.

At present, there are some designated 20mph zones in this region; however the introduction of legislation to be applied to appropriate designated streets would represent a positive step towards making our streets a safer place.

It is envisaged that the legislation would apply only to smaller residential streets and not major thoroughfares.

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<sup>1</sup> Lopez A, Mathers C, Ezzati M, Jamison D, Murray C. *Global and Regional Burden of Disease and Risk Factors, 2001: Systematic Analysis of Population Health Data*. Lancet 2006; 367

<sup>2</sup> World Health Organisation (WHO). *Speed Management: A Road Safety Manual for Decision-Makers and Practitioners*. Geneva, Global Road Safety Partnership, 2008.

<sup>3</sup> <http://www.dft.gov.uk/publications/signing-the-way/> accessed 18/4/12

<sup>4</sup> National Institute for Clinical Excellence (NICE). *Strategies to Prevent Unintentional Injuries Among Children and Young People Aged Under 15*. 2010

<sup>5</sup> [www.bmj.com/cgi/content/full/339/dec10\\_3/b4469](http://www.bmj.com/cgi/content/full/339/dec10_3/b4469) accessed 11/1/12

As a legislator, I believe we should be seeking to effect positive change in our society, and I believe that reducing the speed limits on some of our roads would ensure fewer accidents and fatalities on our streets, as well as the possibility of playing a part in contributing to public health, through encouraging more people to walk and cycle for short, every day journeys.

I look forward to hearing your thoughts on the matter.

A handwritten signature in blue ink, appearing to read 'Conall McDevitt', with a stylized flourish at the end.

Conall McDevitt MLA

SDLP, South Belfast

# CONSULTATION RESPONSE

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**You may also submit your response online, please visit**

[http://kwiksurveys.com?u=20mph\\_Consultation](http://kwiksurveys.com?u=20mph_Consultation)

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## **PRINCIPLES OF THE BILL**

### **Introduction**

#### **The Institute of Public Health in Ireland**

The remit of the Institute of Public Health in Ireland (IPH) is to promote cooperation for public health between Northern Ireland and the Republic of Ireland in the areas of research and information, capacity building and policy advice. Our approach is to support Departments of Health and their agencies in both jurisdictions, and maximise the benefits of all-island cooperation to achieve practical benefits for people in Northern Ireland and the Republic of Ireland.

To support this consultation response, IPH would like to highlight its work relating specifically to health, travel and the built environment. IPH has published a review of the 'Health Impacts of Transport' (Kavanagh et al, 2005), 'Health Impacts of the Built Environment' (Lavin et al, 2006), and more recently 'Active travel - healthy lives' (Lavin et al, 2011). Our portfolio also includes membership of the Injury Observatory of Britain and Ireland and involvement in the development of the European Child Safety Report Card (part of the 'Tools to Address Childhood Trauma, Injury and Children's Safety' project).

By way of summary to the consultation response, IPH has outlined below key potential health benefits arising from the introduction of a 20mph speed limit in residential areas, which are discussed further throughout the response:

- Increased safety for residents, pedestrians and cyclists, with the potential to reduce injuries and fatalities in built up areas;
- Slower vehicle speeds resulting in perceived and actual changes to the built environment, which generate opportunities for, and up take of walking and cycling;
- Increased physical activity to help tackle obesity, reduce the risk of chronic conditions and improve cardiovascular health;
- Improved social cohesion among communities and improved mental health and wellbeing; and
- Reduced emissions that contribute to climate change, air and noise pollution.

### **QUESTION 1**

*Do you agree that there is a case for reform of the current speed limit in urban residential streets?*

YES

The Institute of Public Health in Ireland (IPH) welcomes consultation on the proposal to reduce the current speed limit in urban residential streets. IPH recognises the significant public health benefits of this proposal, in terms of reducing the number of injuries and fatalities as a result of road traffic accidents.

The Department of the Environment (2011a) outlines in its 'Road Safety Strategy' that it is "considering the applicability of urban speed reduction initiatives and assessing the potential for wider introduction of 20mph limits in residential areas and other urban areas where there is a significant presence of vulnerable road users" as one measure to reduce the number of deaths and serious injuries on the road.

This consultation is also aligned with the vision of the current Regional Transportation Strategy for Northern Ireland, which seeks "To have a ..... safe transportation system which benefits society, .... and which actively contributes to ..... everyone's quality of life." The Strategy also outlines "efforts to make local improvements in towns across Northern Ireland to assist pedestrians and cyclists" (Department for Regional Development, 2002).

#### **Road traffic fatalities and injuries**

Over the last 10 years the number of persons killed or seriously injured in road traffic collisions has decreased gradually, with the most notable reduction observation between the period 2009/2010 (n=101) to 2011/2012 (n=52). The number of persons seriously or slightly injured in road traffic collisions has also reduced, but is not as dramatic as the observed fall in fatalities in the last two years. According to the Police Service of Northern Ireland (PSNI), the main principal causation factor for fatal or serious injury collisions during 2011/12 was 'Excessive speed having regard to conditions' (PSNI, 2012).

Ten years ago there were 15 child fatalities and their numbers have decreased gradually over the years in line with the overall road fatality trend. However, the number of collisions resulting in child casualties increased slightly in 2011/12 compared to the previous year. Collisions involving serious injuries to children decreased from 97 to 82, whilst collisions involving slight injuries to children have increased by 12.4% over the same period. The most common principal causation factors for child casualties who were either killed or seriously injured was 'Heedless of traffic crossing carriageway', followed by 'Inattention or attention diverted' and 'Excessive speed having regard to conditions'. While caution is certainly needed in the interpretation of these statistics relating to child fatalities due to small numbers, it is evident that excessive speed remains a factor in child injuries and fatalities from road collisions in Northern Ireland (PSNI, 2012).

In terms of collision by road user types in 2011/12, drivers of motor vehicles accounted for the largest proportion of casualties (51.2%) followed by passengers (31.7%), pedestrians (9.4%), motorcyclists (3.9%) and pedal cyclists (3.1%). Increases on 2010/2011 were reported in the number of pedestrian and pedal cyclist casualties, a trend that requires on-going observation. Child

casualties were most likely to be passengers (66.9%), followed by pedestrians (24.6%) and pedal cyclists (7.1%). The most recent figures indicate a slight increase in the proportion of child casualties who were pedal cyclists and a slight decrease in the proportion of child pedestrian casualties (PSNI, 2012).

These statistics highlight the significant progress that has been made in terms of reducing the overall fatality rate from road traffic collisions. It is evident that excessive speed remains a key contributor to many road traffic collisions and that efforts to reduce speed limited and driver adherence could make an important (and potentially life-saving) contribution in terms of road user safety.

Data on fatalities and injuries disaggregated according to whether they occur in residential areas are not routinely published for Northern Ireland, but data relating to accidents in built up areas are available for Great Britain (GB). According to the Department for Transport (2012) in 2011 there were 113,386 reported road traffic accidents on built-up roads<sup>6</sup> in Great Britain. Accidents in 30mph built up roads represented 87.4% of all the accidents on built up roads and 78.3% of all fatalities on built up roads. In terms of the fatality rate by speed limit, of the 1,935 reported accidents in 20mph built up roads, 7 were fatal accidents<sup>7</sup>; of the 99117 reported accidents in 30mph built up roads, 612 were fatal accidents and of the 12,334 reported accidents on 40mph built up roads, 163 were fatal accidents. No statistical analysis of the GB data has been performed and baseline figures have been presented. Further analysis incorporating other variables (such as the other road safety interventions operating on these roads) would be required to inform policy, but nonetheless, an overall picture of the scale and nature of the accidents actually reported in different speed limit areas in GB is useful. Further interrogation of the raw data for road traffic accidents is required to determine if similar trends exist for Northern Ireland. A comparative study with the Republic of Ireland would also provide useful data and assist in developing an all-island approach to speed limits in residential areas.

### **20mph speed limits and 20mph speed zones**

For accurate interpretation of the data presented in this response, it is important to differentiate between 20mph speed limits and 20mph speed zones. According to the Royal Society for the Prevention of Accidents (ROSPA) **20mph speed limits** are areas where the speed limit has been reduced to 20mph but there are no physical measures to reduce vehicle speeds within the areas. Drivers are alerted to the speed limit with 20mph speed limit repeater signs and are most appropriate for roads where average speeds are already low (ie below 24mph). **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'. Measure such as speed humps, chicanes and road narrowing can be introduced to both physically and visually reinforce the nature of the road (ROSPA, 2012).

The World Health Organization (2008a) highlights inappropriate and excessive speed as one of the key factors contributing to road traffic accidents, whilst ROSPA (2012) reports that speed significantly increases the risk of being injured in a collision. It is reported that accidents at 20mph

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<sup>6</sup> Built up roads are those which occur on roads with speed limits (ignoring temporary limits of 40mph or less).

<sup>7</sup> Accidents in which one person is killed.

are more likely to result in severe injuries, rather than slight injuries (Cuerden et al, 2007). Research by the Transport Research Laboratory has shown that a reduction in vehicle speeds generally leads to a reduction in the number and severity of accidents. On average, each 1mph reduction in speed is expected to reduce the injury accident frequency by about 5% (Webster and Layfield, 2003).

Further evidence surrounding excessive speed in urban residential areas, reports that more than half of young drivers<sup>8</sup> (52%) speed at 35mph+ in 30mph limits at least weekly, compared to 34% of older drivers. Nearly half of male drivers (46%) speed at 35mph+ in 30mph limits at least weekly, compared to 27% of female drivers (Townsend and Booth, 2012). Although already well documented, these findings highlight the impact of excessive speed in determining the severity and outcome of road traffic collisions and the need to address the issue of excess speed in urban residential areas to ensure safer communities for residents (particularly children), pedestrians and cyclists.

## QUESTION 2

*Do you believe that a reduced speed limit in designated areas will result in a reduced number of accidents and fatalities?*

YES

There is wide ranging evidence to support the implementation of a 20mph speed limit as an effective way of reducing accidents and fatalities in urban residential areas. The likelihood of a pedestrian being killed when hit by a car at different speeds has been estimated as follows: when hit at 40mph, 90 per cent of pedestrians will be killed; hit at 30mph, 20 per cent of pedestrians will be killed; hit at 20mph, 3 per cent of pedestrians will be killed (ROSPA, 2009).

Evidence from a number of studies indicates that a reduction in the speed limit (from 30 to 20mph) in urban residential areas reduces the number of accidents and fatalities. The following evidence is presented to support the proposed introduction of 20mph speed limits on smaller residential streets. A recent study from Portsmouth showed that, when implemented on a wide scale, 20 mph speed limits reduce casualties by 22% and had a varied speed reduction effect dependent upon previous average vehicle speeds. Roads with pre-existing low speeds reduced less, whilst roads with higher speeds reduced by an average of 7 mph (Department for Transport, 2010a).

20mph zones are much more widespread, with a substantial body of evidence to support their effectiveness in reducing injuries and deaths. London has around four hundred 20mph zones, across almost every borough of the city (London Assembly, Transport Committee, 2009). The 20mph zones have had a positive impact on road safety, with a 42% reduction in road casualties, a 50% reduction in the number of children aged 0-15 killed or seriously injured and a 16.9% reduction in the number of casualties by cyclists (Grundy, 2009; Steinbach, 2011). An earlier review of half of the 20mph zones in London, found that 20mph zones reduced fatal or serious accidents by 53% (Webster and

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<sup>8</sup> Aged 17 – 24



Layfield, 2007). The estimated benefit to London from casualty reductions in current 20mph zones has a value of at least £20 million per year (London Assembly, Transport Committee, 2009).

One further piece of research which requires consideration is a study by Mackie (1998) which examined the effectiveness of 20mph speed limits and 20mph zones across the UK and Europe. The findings suggested that the most effective measures for controlling speed in urban areas are physical traffic calming measures, particularly speed humps, with static signs achieving smaller speed reductions.

This consultation and any forthcoming Private Members' Bill provides an opportunity to consider in particular the impact of introducing 20mph speed limits on roads (residential or other or on commuting route) surrounding schools. According to the Department of the Environment (2012) between 2006 and 2010 five Northern Ireland pupils aged 4-18 were killed, 86 were seriously injured, and 685 were slightly injured whilst travelling to or from school. Of the 91 pupils killed or seriously injured, the highest number of casualties was pedestrians, with the principal causation factors being 'heedless of traffic crossing carriageway' and 'walk/run movement masked'. In the event of a collision involving a vehicle and pedestrian the risk of serious injury or death is reduced when travelling speeds are reduced. The evidence presented above would suggest a need to consider, in particular, the case for introducing 20mph limit on the roads surrounding schools.

IPH would welcome the introduction of 20mph speed limits as an effective first step in reducing injury and death as a result of road traffic accidents in residential areas. IPH would support further exploration of 20mph zones, but recognises the cost attached to implementing the physical measures required to create 20mph zones.

### **QUESTION 3**

*Do you believe that reducing the speed limit on designated urban residential streets will increase the number of cyclists, pedestrians and other road users using the roads?*

YES

IPH recognises and seeks to promote the health benefits associated with increased physical activity as part of efforts to reduce overweight and obesity levels and improve mental health and wellbeing. This is consistent with the government's strategy to tackle obesity, which aims to "empower the population of Northern Ireland to make healthy choices, and reduce the level of harm related to overweight and obesity, by creating an environment that supports and promotes a physically active lifestyle and a healthy diet" (Department of Health, Social Services and Public Safety, 2012).

There are a number of factors which can contribute to and create barriers to participation in physical activity. Fast vehicle travel is commonly cited as a barrier to walking and cycling (Rodriguez, 2009). In promoting cycling and encouraging greater uptake, safety remains a key concern. The Northern

Ireland Cycling Strategy outlines that it will “examine the recommendations of the Speed Management Review in Great Britain and where appropriate introduce further measures to reduce traffic speed in Northern Ireland” (Department for Regional Development, 2007).

The evidence for 20mph speed limits / zones positively impacting on walking and cycling is not conclusive. Killoran et al (2006) reviewed a range of strategies to promote walking and cycling and reported that the review-level evidence is inconclusive on the effectiveness of engineering measures such as creating or improving cycle routes, constructing bypasses, traffic calming, or combinations of these in achieving a shift from car use to walking and cycling. A more recent study by Winters and Teschke (2010) provided evidence about the types of transportation infrastructure that support cycling. Results revealed that 48-65% of cyclists were likely or very likely to choose residential areas in which to cycle and were more likely to choose routes with traffic calming, bike lanes, paved surfaces, and no on-street parking. The introduction of 20mph speed limits in Inner South Bristol brought about a 12% increase in cycling and pedestrian activity and a 40% reduction in the number of cycle casualties in the first six months of the speed limits being introduced. Average speed reductions of 1.4 - 5.3mph were reported across a range of roads in the area. The success of this intervention could be attributed in part to the support for the introduction of 20mph speed limits, with 88% of residents in favour of the speed limits following their implementation (Bristol City Council, 2011).

The effectiveness of reduced speed limits / traffic calming measures in increasing levels of walking and cycling requires further consideration and a more comprehensive review of existing research.

Nonetheless, slower vehicle speeds are associated with increased opportunities for walking and cycling (National Heart Forum, 2010). In the context of this consultation, IPH welcomes the proposed 20mph speed restrictions which have the potential to make residential areas safer for all, which in turn may lead to an increase in walking and cycling as alternative modes of transport, especially for short journeys. The associated benefits of walking and cycling include increased physical activity (encompassing weight reduction, reduced chronic conditions and better cardiovascular health), improved mental health and wellbeing, better social cohesion within communities and safer areas for children to play. Whilst many of the health benefits associated with increased active travel are experienced at an individual level, there is the potential for benefits to at population level in terms of improved air quality as a result of reduced traffic speed and a reduced volume of traffic in residential areas.

#### **QUESTION 4**

*Do you believe that a reduced speed limit on designated urban residential roads would bring consistency to road speeds and reduce the speed of our driving culture?*

YES

The PSNI road traffic statistics demonstrate a notable reduction (almost half) in the number of deaths on the roads, from 2009/2010 (n=101) to 2011/2012 (n=52) (PSNI, 2012). This welcomed reduction in road deaths could be attributed to a number of factors including, a number of poignant road safety campaigns, increased punitive measures which may act as a deterrent to speeding motorists and visible presence of PSNI officers and speed cameras. There is continued commitment from the Environment Minister to reduce further the number of deaths as a result of road traffic accidents through the launch of a new campaign aimed at improving pedestrian safety, by addressing both driver and pedestrian responsibility (Belfast Telegraph, 11/05/12).

IPH accepts that it is difficult to identify which measures which have the greatest impact in terms of reducing driver speed. Coupled with a lack of information regarding the definition of 'driving culture', we cannot definitely state that a reduced speed limit on residential roads would change 'driving culture' in Northern Ireland. IPH considers that the introduction of a 20mph speed limit in residential areas is one of a range of measures needed to address consistency in speeds and to support drivers to drive at safer speeds.

## **QUESTION 5**

*What types of roads do you think a 20mph speed limit should apply to?*

UNSURE

IPH would support the implementation of the 20mph speed limit on residential roads in the first instance. Due to the high volume of traffic and number of vulnerable pedestrians (including children and older people) and cyclists in these areas, it is anticipated that the 20mph speed limit would have greatest impact on residential roads. IPH would recommend specific consideration be afforded to, including roads surrounding schools, where children enter / exit the school building. There may be some merit in considering the Scottish example, where mandatory part-time 20mph speed limits operate at times when children are going to and from school (ROSPA, 2012).

In relation to unclassified roads, more information is needed regarding the types of roads included in this classification before IPH can make any further comment.

## **ENFORCEMENT OF PROPOSED BILL**

## QUESTION 6

*Do you believe that using signage to indicate entry and exit onto 20mph streets would be an effective means of enforcing the 20mph speed limit?*

YES

One of the most common causes of road traffic accidents is excessive speed (PSNI, 2012). IPH would support the use of signage to indicate entry and exit onto 20mph areas as an essential part of increasing drivers' awareness of speed limits in specific areas. It is the view of IPH that appropriate signage is only one means of effectively enforcing the 20mph speed limit. To ensure drivers adhere to the 20mph speed restrictions, a public information campaign, supported by all relevant government departments, the PSNI and road safety agencies and charities will be essential to achieve maximum support and adherence to any new speed restrictions. There is evidence to suggest that public information campaigns are an effective means of engaging support for changes in driving behaviour. One study in New Zealand found some empirical evidence that a road safety advertising campaign was effective in reducing the number of fatal crashes and, more importantly, it had an effect that was independent of the level of enforcement (Tay, 2003). An annual survey by the Department of the Environment (2011b) reported that over the past five years around four fifths of respondents consistently stated that television advertising was one of the three most important factors in creating road safety awareness.

## QUESTION 7

*It is anticipated that anyone found to be driving over the speed limit would be issued with 3 penalty points for the transgression; do you believe this is an appropriate penalty?*

YES

IPH would consider the extension of penalty points as an appropriate punitive measure for drivers exceeding 20mph speed limits. Consideration should also be given to issuing penalty points according to the extent of excess speed. Currently, in certain circumstances, an alternative to penalty points is offered to drivers in Northern Ireland, in that they can choose to pay a fine and attend a driver safety awareness session. It may also be appropriate for drivers who exceed 20mph speed restrictions to attend such a session.

Some support already exists for the issuing of penalty points for excessive speed in built up areas. According to the Northern Ireland Road Safety Monitor, over one third of respondents (36%) stated they feel it is fair that the police should issue speeding tickets with penalty points for drivers who exceed the speed limit by less than five miles per hour on roads in a built up area (Department of the Environment, 2011b). Further research is needed to determine the effectiveness of penalty points for drivers who exceed the 20mph speed limit in residential areas.

## LEGISLATING FOR PROPOSED BILL

### QUESTION 8

*Do you agree that legislation is the best way to address the issue?*

YES

Whilst voluntary codes of conduct have their place, issues relating to the safety of pedestrians and cyclists should, like all existing speed restrictions, be a legal requirement. Given that excessive speed is one of the key contributory factors to death and injury on the roads, legislation would appear to be the most effective way to ensure its implementation and enforcement.

### QUESTION 9

*It has been proposed that one way of legislating for 20mph roads could be to amend the Road Traffic Regulation (Northern Ireland) Order 1997 by restricting the speed limit to 20mph on “unclassified”<sup>9</sup> roads (see appendix A). Do you believe this to be an appropriate way of legislating?*

YES

As highlighted earlier in the response, IPH would require further clarification regarding the definition of unclassified and residential roads before making any further comment on the appropriateness of legislation.

## HUMAN RIGHTS & EQUALITY IMPLICATIONS

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<sup>9</sup> “Classified” roads are made under Article 13 of the Roads (Northern Ireland) Order 1993, and include most major thoroughfares in towns and cities; “unclassified” roads tend to be smaller residential streets.

## **QUESTION 10**

*How do you think the proposed legislation will impact on human rights?*

POSITIVELY

IPH believes that everyone has a right to live in a safe environment and the introduction of legislation to support the implementation of a 20mph speed limit in residential areas would promote the health and wellbeing of residents, pedestrians and cyclists in these areas.

## **QUESTION 11**

*How do you think the proposed legislation will impact on equality of opportunity?*

UNSURE

IPH is engaged in research and policy development to address health inequalities across the island of Ireland and acknowledges that road traffic accidents involving children are more prevalent among those living in socially and economically deprived areas. According to the AA (2003) a child from a low-income family is five times more likely than a child from a high-income family to be killed on the road. Another study of deprivation and road safety in London revealed that the strongest relationship with deprivation is for pedestrians, where the most deprived are over twice as likely to be injured compared with the least deprived. This relationship was also found for adult cyclists in London (Edwards et al, 2006). A study of children presenting to four emergency departments in North and West Belfast, revealed that children living in the most deprived areas were more likely to be involved in road traffic accidents (Silversides et al, 2005).

Where there is an association between higher accident and injury levels in the most deprived areas, it is important to qualify these statistics, given lower levels of car ownership and greater reliance on walking and cycling as alternative modes of transport.

IPH believes it is necessary to consider the impact of the proposed legislation in terms of reducing inequalities in health. In this regard, a Health Impact Assessment could be used to support the consultation process and provide opportunities for stakeholders to present their views.

If implemented consistently across geographical locations of varying levels of deprivation, it is anticipated that the legislation will have no negative impacts in terms of equality of opportunity and may help reduce health inequalities in terms of road related deaths and injuries.

## **QUESTION 12**

*Do you have any comments on the likely cost/financial implications of the proposed legislation?*

YES

In addressing the likely cost / financial implications of the proposed legislation, it is necessary to consider the economic impact of current levels of injury and fatality as a result of road traffic accidents and the cost benefit of any such reduction in accidents and associated death or injury. Road traffic collisions may account for as much as 77% of all health costs attributed to motorised road transport (World Health Organization, 2008b). IPH reported in its 2011 report 'Active travel – healthy lives' how many countries now provide guidance on how to assess the costs of road traffic collisions. In Northern Ireland, road traffic costs are based on the UK Department for Transport guidelines which in 2008 valued the prevention of one fatality at £1,683,810. 107 people were killed in road traffic collisions in Northern Ireland in 2008, with a cost to the economy of £180 million (Department for Transport, 2010b; Department of the Environment, 2010).

In terms of the cost of implementing speed limits, according to the organisation '20s plenty for us' (2012) pound for pound spent, 20 mph limits with signage are 7 times more cost effective than 20 mph zones with humps. The cost benefit of any intervention should be aligned with its effectiveness in terms of reducing fatalities and injuries as a result of road traffic collisions.

A report by the Institute of Public Health in Ireland highlighted that reduced speed limits may contribute to more people cycling, which has personal financial benefits (reduced cost of using a car) as well as environmental benefits (reduction in noise pollution; better air quality; reduced greenhouse gas emissions) (Lavin et al, 2011).

### **QUESTION 13**

*Do you have any other comments on the proposed legislation?*

NO

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Thank you for taking the time to respond. Please ensure that your response is returned before **5pm on Monday 9 July** to the following address;

Anna McAlister  
Parliamentary Assistant to Conall McDevitt MLA  
SDLP Constituency Office  
393a Lisburn Road  
Belfast  
BT9 7EW

**APPENDIX A**

A

**B I L L**

TO

Amend the Road Traffic Regulation (Northern Ireland) Order 1997 to reduce to 20 miles per hour the speed limit on unclassified restricted roads.

**B**E IT ENACTED by being passed by the Northern Ireland Assembly and assented to by Her Majesty as follows:

**General speed limit on restricted roads**

1. In Article 36 of the Road Traffic Regulation (Northern Ireland) Order 1997 (general speed limit on restricted roads), for paragraph (1) substitute—

“(1) Subject to the provisions of this Part, it shall not be lawful for any person to drive a motor vehicle at a speed exceeding:

(a) 30 miles per hour on a restricted classified road; or

(b) 20 miles per hour on a restricted unclassified road.

(2) For the purposes of this article, a road is unclassified unless it has been classified by an order under Article 13 of the Roads (Northern Ireland) Order 1993.”.

**Commencement**

2. Section 1 comes into operation at the end of the period of two years following the date on which this Act receives Royal Assent.

**Short title**

3. This Act may be cited as the Road Traffic Regulation (Amendment) Act 2012.