

20 mph for Crewe- who gains?

- Collisions cost £104m a year in Cheshire East We'd all be safer and reduce costs. There were 22% fewer casualties in Portsmouth after 2 years.
- Young children will feel and be far safer with lower speeds on their streets.
- More parents will let children walk or cycle .
- Adults and especially the elderly will find walking or cycling a more pleasant way to travel.
- Disabled and partially sighted/ blind benefit.
- Air quality will improve as cars accelerate less often and more people walk or cycle.
- Traffic noise reduces and quality of life rises.
- Motorists will find junctions easier.

20 mph for Crewe - who loses?

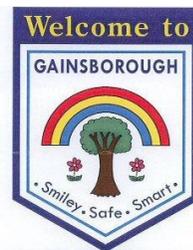
- Some journeys will take a few seconds longer.
- There will be some signage
- There is a one off cost— Portsmouth's was £333 per street. First year rates of return of 800% were found for 20 mph pilots in Warrington. Subsequent years are free of cost.

Would 20 mph limits be enforced?

20 mph limits are both mandatory and enforceable. Therefore the police will usually make routine checks on the speed of motor vehicles on roads and may issue fines to those breaking the limit.

What about emissions?

German evidence is that lower speeds decrease emissions and result in smoother driving and less acceleration. More people leave their car at home and go by bike, foot or bus.



20's Plenty for Crewe—Claire Clulow,
crewe@20splentyforus.org.uk
www.20splentyforcrewe.org.uk
07833 726763

Join the Justice For Jack Facebook Group
<http://www.facebook.com/group.php?gid=117040858325243>

Further info www.20splentyforus.org.uk
info@20splentyforus.org.uk



20's Plenty for Crewe is supported by 20's Plenty for Us, Brake, CTC, Sustrans, NCT, Underwood West and Gainsborough Primary Schools and Ruskin Sports College.

Please support us too.. Sign our on line petition or email a letter.

Why 20's Plenty for Crewe

Crewe's communities can be far more pleasant, safer and quieter by just sharing our roads a little better!



20's Plenty for Us campaigns to make communities more people-friendly by reducing vehicle speeds on residential roads and town centres.

20's Plenty



Where People Live



working for cycling



www.20splentyforcrewe.org.uk

www.20splentyforus.org.uk

What's wrong with 30 mph?

Most adults feel that the speed of cars is just too much. To children our roads can seem to be most intimidating. And that same fear leads to parents not allowing their children to walk or cycle, and so adds even more cars onto the roads

25% of households have no car. The speed at which some people drive at to save just seconds on their journey can become greed preventing others from feeling safe when walking or cycling.



Noise of fast traffic takes away the calm and peace which we deserve on the streets where we live.

But we can change that.....

Email your support for 20 mph limits to

rod.menlove@cheshireeast.gov.uk - Councillor

David.Saville@cheshireeast.gov.uk - Road Safety

Andrew.ross@cheshireeast.gov.uk - Highways

jamie.macrae@cheshireeast.gov.uk - Councillor

rachel.bailey@cheshireeast.gov.uk - Councillor

And the press crewe.news@cheshirenews.co.uk

20 mph for a better Crewe

In many European towns and increasingly in Britain residential roads speed limits are set to 20 mph or less. Certain roads may be excepted where the traffic authority believes a higher limit is appropriate

With every home being within 1/3 mile of such an arterial road then the maximum increase in any journey time across Crewe is just 40 seconds.

The benefits

Of course 20 mph seems slower than 30 mph, and that's the point. Drivers have more time to observe other traffic and road users, More time to take avoiding action if the unexpected happens, and the consequences of any collision are far less.

For pedestrians and cyclists it will make a huge difference. Many more of us will be able to choose to walk or cycle to school, the shops, or work. This is especially important for children who can be more independent in their travel.



The streets will also be less noisy and more pedestrians and cyclists have been shown to make the streets safer for everyone.

How will it work?

20 mph speed limits may now be set without using speed bumps or other physical measures. This is best done across a whole town for its residential roads. This enables most people to live on a 20 mph street and have all the benefits.

Are there other 20 mph towns?

Portsmouth, Warrington, Newcastle, Oxford, Lancashire, Bristol and Islington have all made 20 mph the default speed limit for residential roads Authorities of over 5 million people are committed to this policy

Portsmouth completed this in 2008. It was inexpensive (£333 per street) and effective. Average speeds on faster roads (24 to 29 mph) dropped 6-7 mph. Casualties fell 22%.

The Dept for Transport changed its guidance to encourage area wide 20 mph limits. In this it recognized that lower speeds across whole towns not only increase safety but make our communities better places to live.



ISLINGTON



Newcastle
City Council

WIRRAL