



# 20's Plenty for Us

...making your place a better place to be

## Normalising 20mph

How can County Councillors meet Community Demand?

A Presentation for County Councillors

Day, Month, 2021

**Presented by:**

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#ActOn20mph @20splentyforus



# 20's Plenty assists Local Authorities to:

- Balance movement, safety and the economy and create better streets for people.
- Align with Global Best Practice, WHO & the UN.



**Rod King MBE**  
*Founder*



**Anna Semlyen**  
*Campaigns*



**Adrian Berendt**  
*South East*



**Jeremy Leach**  
*London*







Some Ideas ...

How do speed limits question our values, rights and justice?

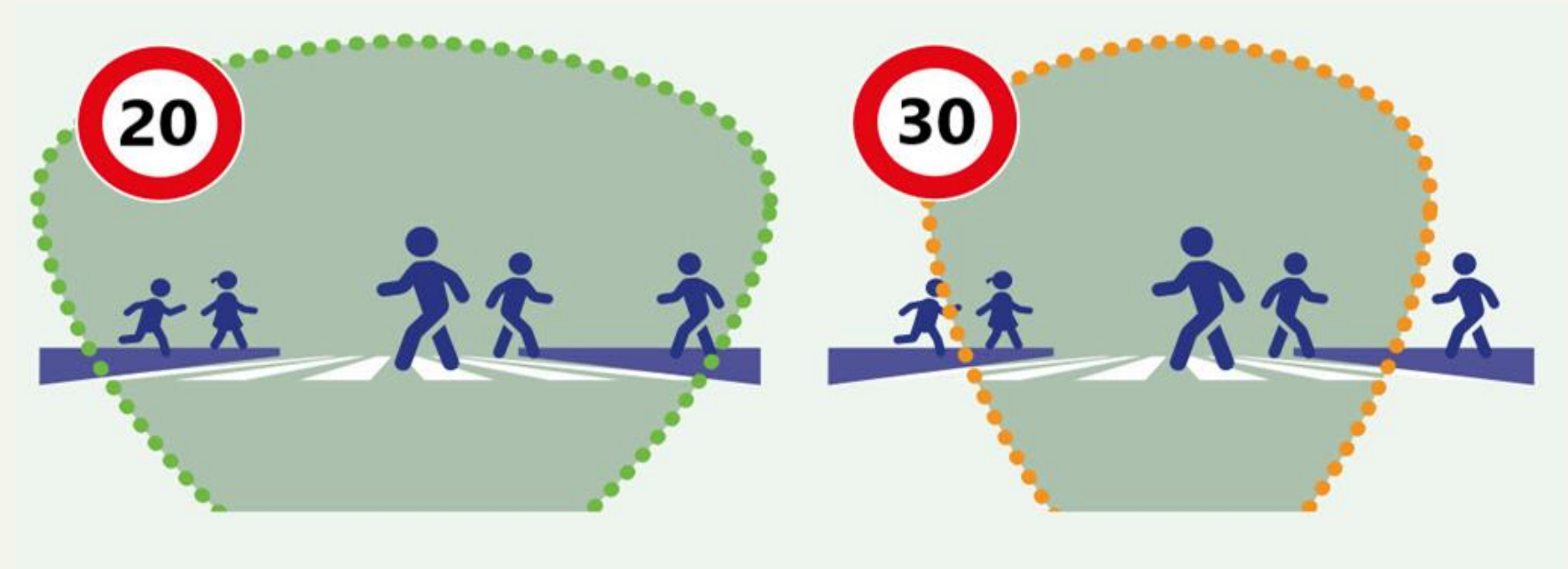
Is an Urban Speed Limit 'pulled out of the air' in 1934 appropriate for 21st century community needs?

How do we share equitably, and safely the public spaces between buildings that we call streets?

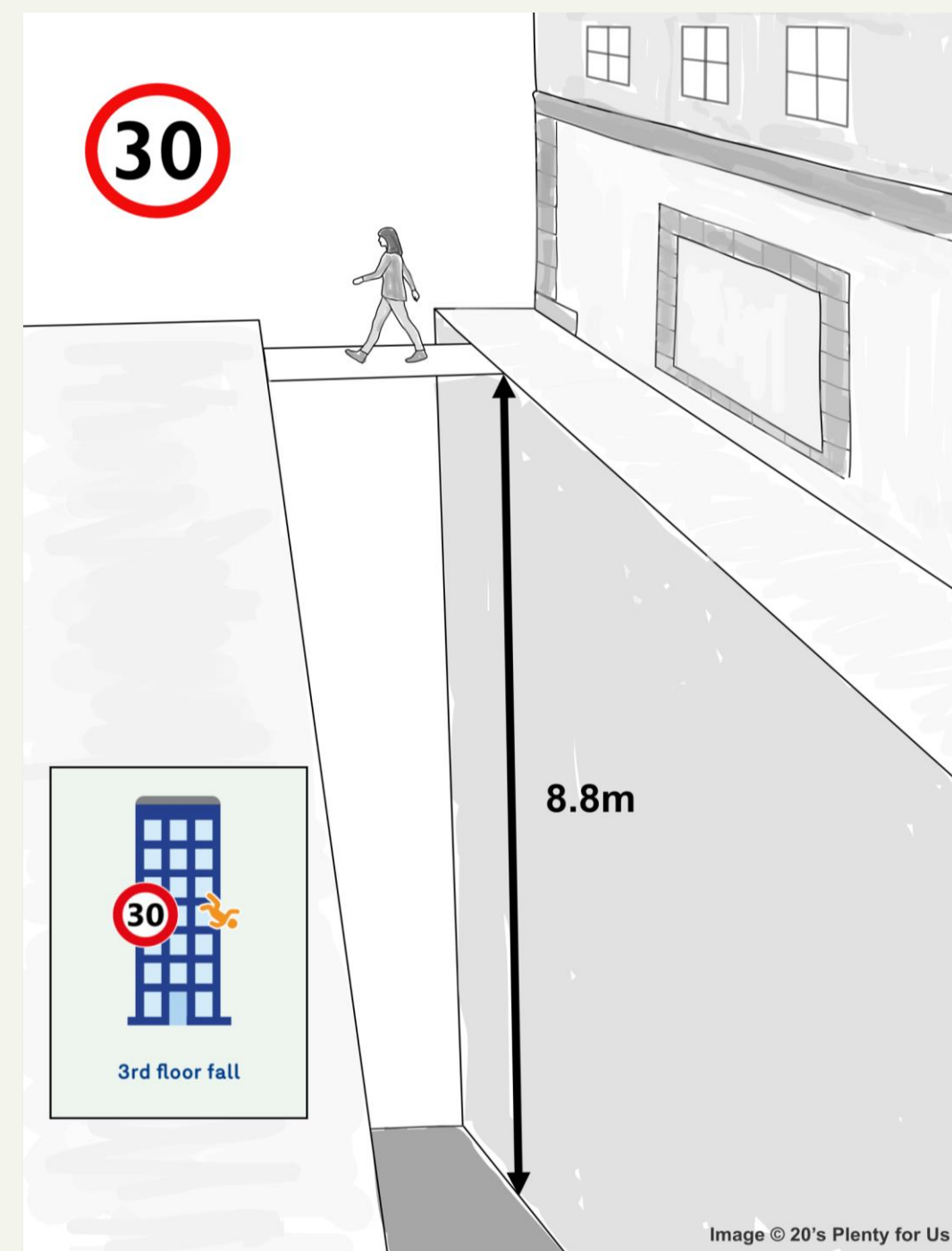
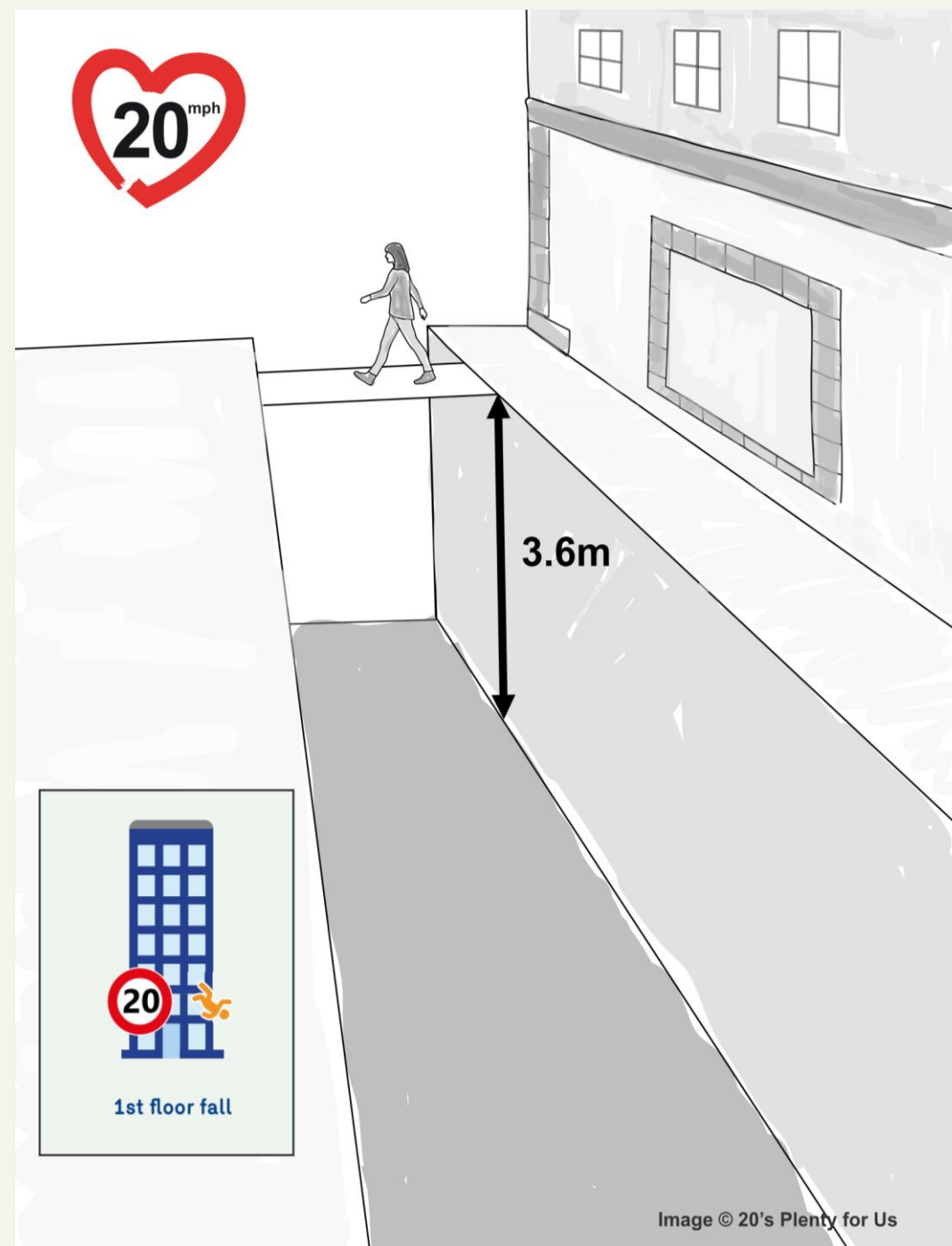


## Common Objectives

- Increase child and adult activity levels
- Promote healthy active travel options
- Meet climate change obligations
- Reduce casualties
- Reduce inequalities
- Lower emissions
- Less congestion
- Place making



# Multiple Mobility Challenges



- **36% of primary age parents** are afraid to let children walk or cycle due to fast traffic (say *Living Streets*)
- **One in 5 adults** (20%) aged **40-60 years** is physically inactive
- Early onset ill-health through inactivity burdens public services
- Casualties cause huge societal costs **£M**
- Dissatisfaction with 30mph – only 10% want 30mph on residential streets.
- Growth of faster, silent e-bikes, e-scooters, e-cargo bikes and e-cars raises risks





## 30mph is 'past its use by date'

- A 30mph default is NOT fit for purpose or credible
- Already rejected by 21million people's authorities – 1/3 of UK population
- 30mph isn't helping resident's health, relationships or business

## Streets are for life, not just for motors

- In **Urban Areas**, a 30mph peak speed doesn't reduce overall journey time significantly



- Will a 30mph limit ever support active travel? **NO**
- Will 30mph limit roads ever fulfil duty of care? **NO**
- People, especially children and elderly make mistakes
- 30mph speed limits are not evidenced to help with any of these objectives.
- 30mph is not healthy, green or liveable

*Crouch down to see from an 8 year old's level.  
30mph HGVs are scary. Pre-teens eyesight can't  
reliably cope with judging speeds over 20mph*



# Inadequate Active Travel infrastructure

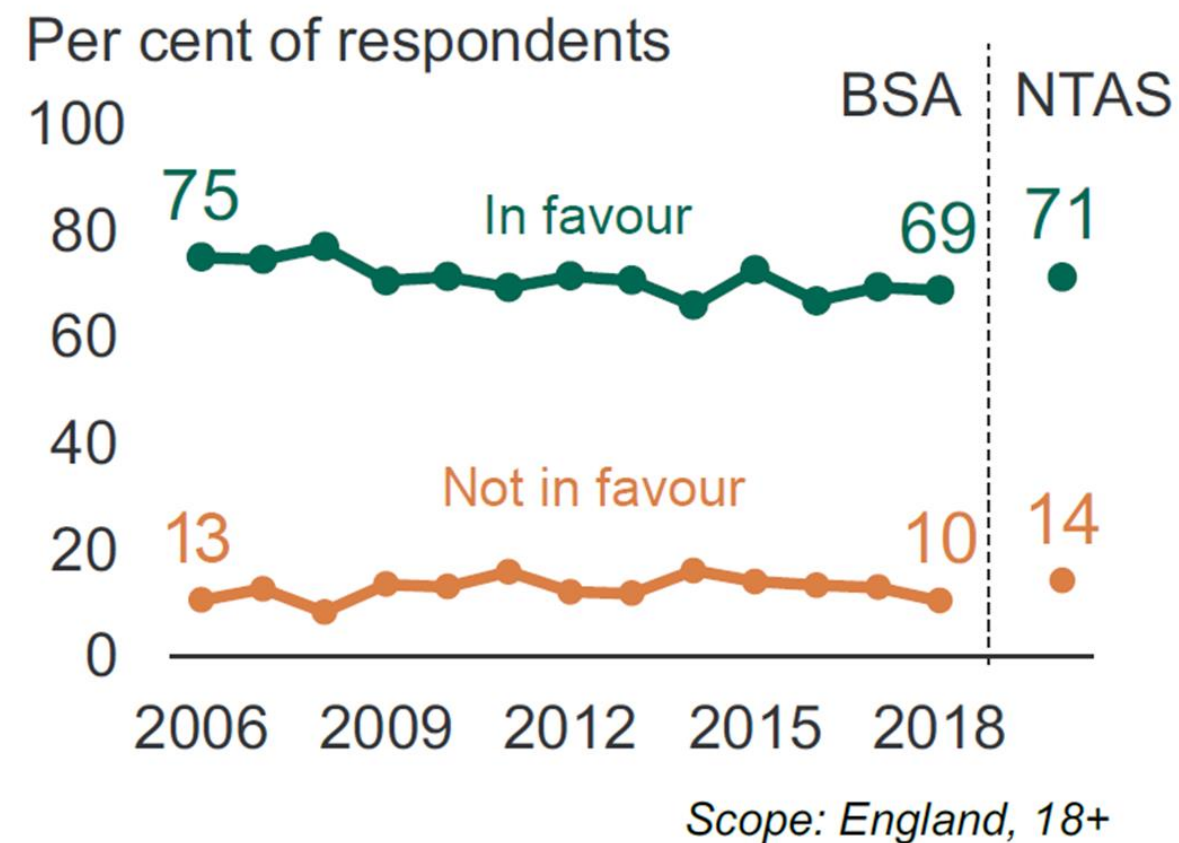


- In settlements 30mph can ONLY be made safe with protected infrastructure and crossings.
- 30mph is too fast in places lacking pavements or cycle routes.
- A lack of, or narrow, pavements deters walkers.
- 20mph speed limits do not exclude need for physical changes to streets.



# 20mph is popular

## Speed limits of 20mph in residential streets



source: DfT National Travel Attitudes Survey NTAS

- **70%** say 30mph is not the right speed limit for residential streets (only 10% think it is)
- Many requests for 20mph are queuing up
- **2021 Council Elections** favoured those with **green** credentials

How can Councillors give residents what they want fairly and cost effectively?

# How 20mph helps resolve issues

## Wide range of benefits:

**Supports Active Travel** – rates of cycling to school tripled in Edinburgh.

*Evaluations show cycling and walking rise.*

People feel safer; streets become more pleasant.

*Casualties reduce by 20%.*





# 20mph means active travel infrastructure is less costly

Protected cycle lanes and pavements aren't required if motor and cycle traffic can fairly share the road at speeds consistent with duty of care to the vulnerable

*Streets are for all road users, not just those in vehicles*



# Compliance

On faster roads, speeds fall **4-5mph+** for signed 20mph schemes

Additional psychological measures (centre line removal) reduces speeds by another **1-2mph**

From **April 2022** all new car models will have **Intelligent Speed Assistance** to keep drivers within the speed limit.

**Compliance increases over time**

**Compliant drivers set the pace for others**

**Community Speedwatch can play a part**





# 20mph is Fair to All and Popular



20mph is fairer to all road users.

Risk is reduced to all and especially to vulnerable walkers and cyclists.

It offers duty of care.



70% consistently say they want 20mph for residential streets.

Popularity rises after implementation (Atkins).



## Calderdale

*“Our vision is to make our streets safe and pleasant. This is for all children and adults, no matter how they travel or where they live. To help, we have brought in 20mph speed limits in residential areas across the Borough.”*

### Public Health engagement to “Love your street”

80% popularity

Casualties fell 30-40%

Police enforced

**Cost:** £821k, £1.6k per km of road

**Benefit:** £3+M in casualties avoided (first 3 years)

<https://calderdale.gov.uk/council/councillors/councilmeetings/agendas-detail.jsp?meeting=24991>



## Cheshire West and Chester

**2016** – Cabinet agreed signed only **20mph speed limits** on the Borough's residential roads where mean speeds were less than **24mph** and around schools where the mean speed is less than **30mph**.

**Aims:** Reduce speeds, reduction in road traffic collisions and increase health by encouraging active, sustainable travel by children walking and cycling to school.

**Casualties fell by 43%**

**Almost all residents are supportive**

**Cost:** 4 year roll out, £800k

**Benefit:** £3.5M in casualties avoided (in first 3 years)

<http://cmttpublic.cheshirewestandchester.gov.uk/ieListDocuments.aspx?MIId=6155&x=1>

## **Bath and North East Somerset**

To tackle the climate and ecological emergency and improve health the Council is increasing its efforts to introduce traffic management measures which encourage greater walking and cycling, especially for commuters. Reduced vehicle speeds can be an influential factor in encouraging people to walk and cycle more often and can give them greater confidence.

**In Bath casualties fell 23% on 20mph roads, 27% on all roads**

**Police enforced**

**20mph is being extended**

**Cost: £802k (2012-17)**

<https://www.bathnes.gov.uk/services/streets-and-highway-maintenance/highway-improvements-traffic-management/self-service-20-mph>



# Possible Ways Forward

- Problems stem from 30mph being too high
- 20mph is a solution at both Local Authority and National level as the default for most roads



Consider your current Speed Policy



Do as Calderdale, Cheshire West and Bath & North East Somerset did



Update your Speed Policy to default 20mph



Lobby **Grant Shapps MP** and ask your local MPs support change the National 30mph Speed Limit (it's the cause of your problems)



# How can change take place in this county?



Is there a policy gap between what may have been appropriate in the past and the future needs and aspirations?

Until **National Policy** changes, this county can make it easier to implement 20mph - average speeds across a larger number of roads, use limited engineering up to 30mph





**What pressure could this County apply to Central Government to change to 20mph?**

**How could the UN Global Call for default 20mph/30kmh be used?**



# 20's Plenty for Us

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20's Plenty for Us can help to provide a blueprint for meeting community demand for 20mph in more places

## Thank you & Questions?

Insert Presenter's Name

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