

# We Love Our Safer 20mph Limits

A 20's Plenty for Us Briefing Nov 2014 [www.20splentyforus.org.uk/BriefingSheets/Love20.pdf](http://www.20splentyforus.org.uk/BriefingSheets/Love20.pdf)

20's Plenty



Where People Live

**We're celebrating 20mph. People love 20mph limits as they are proven safer and healthier. 20mph is nearly fatality-free (3% vs 20% fatalities at 30mph). Both UK results and published literature says we are better protected on 20mph streets. Those who care want 20mph limits.**

When traffic speeds reduce across a community there are fewer crashes, deaths or injuries plus its quieter, there are energy savings and air quality improves. The long list of benefits goes on. A Journal of Public Health paper recently evidenced 20mph as effective at improving public health via reduced collisions and injuries<sup>1</sup> The World Health Organisation say 20mph is safer for pedestrians<sup>2</sup>. UK places at 20mph and reporting fewer casualties include:

Location / Study	% Fewer Casualties
Newcastle - 2007 – 8 x 20 mph limit areas in residential areas	56%
Lancashire County Council - 2012 results of 3 pilot 20mph limited areas 2014 results - <a href="http://www.blackpoolgazette.co.uk/news/community/community-news/next-phase-of-20mph-limits-is-rolled-out-1-6950104">http://www.blackpoolgazette.co.uk/news/community/community-news/next-phase-of-20mph-limits-is-rolled-out-1-6950104</a>	46% nearly 30%
Warrington – Aug 2010 – 3 pilot 20mph limit areas of 140 roads 18 month trial 20mph Speed Limit Pilots Evaluation Report 6.10.10	27% fewer collisions on residential roads
Portsmouth - 20mph limits (implemented 2007/08) 3 year before and after results	19%
Nottingham <a href="http://www.chad.co.uk/news/local/20mph-speed-limit-slows-down-accident-rate-1-6945529">http://www.chad.co.uk/news/local/20mph-speed-limit-slows-down-accident-rate-1-6945529</a> Sherwood previously 9.4 casualties down to 8 casualties pa Cycling and walking up as preferred mode of transport up 17.5%	15%
<a href="http://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/safer-streets-better-places">Brighton phase 1</a> April 2013-14 (compared to previous 3 yr avg) <a href="http://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/safer-streets-better-places">http://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/safer-streets-better-places</a>	12%

Edinburgh's 1000 person survey<sup>3</sup> found support for 20mph rose from 68% before to 79% after implementation. Walking trips rose 7%, cycling trips rose 5% and car trips fell 3%. Casualty prevention, child protection plus better health from more exercise and health equality are the major reasons why Public Health Funds are contributing to 20mph limit setting. Examples include Lancashire £1m, Calderdale £500k, Liverpool £400k and Manchester £350k.

20's Plenty for Us helps people to get 20mph limits set on their streets. If you love 20mph too please support us! We're free to join and have a network of nearly 250 campaign groups nationwide.

<sup>1</sup> Jo Cairns et al Go slow: an umbrella review of the effects of 20mph zones and limits on health and health inequalities. J of Public Health Advance Access 28 Sept 2014 pp1-6 <http://m.jpubhealth.oxfordjournals.org/content/early/2014/09/28/pubmed.fdu067.full>

<sup>2</sup> [http://apps.who.int/iris/bitstream/10665/79753/1/9789241505352\\_eng.pdf](http://apps.who.int/iris/bitstream/10665/79753/1/9789241505352_eng.pdf)

<sup>3</sup> [http://www.20splentyforus.org.uk/UsefulReports/South\\_Central\\_Edinburgh\\_20mph\\_Limit\\_Pilot\\_Evaluation.pdf](http://www.20splentyforus.org.uk/UsefulReports/South_Central_Edinburgh_20mph_Limit_Pilot_Evaluation.pdf)

20's Plenty For Us campaigns for a 20mph default speed limit in residential streets without physical calming.

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