

# 20mph Myth Buster

20's Plenty



Where People Live

A 20's Plenty for Us Briefing April 2014 [www.20splentyforus.org.uk/briefingsheets/myth\\_buster.pdf](http://www.20splentyforus.org.uk/briefingsheets/myth_buster.pdf)

**Wide area 20mph limit critics cling to various myths. Learn to bust them!**

Myth	Reality
20mph vs 30mph journey time	20mph (esp side roads) doesn't significantly alter trip times or inconvenience drivers. Jams & stops do. Constant 30mph is rare due to bends, junctions etc. Going fast between obstructions = extra wait at next stop. <a href="https://www.youtube.com/watch?v=ZECXi_qQGL4&amp;feature=youtu.be">https://www.youtube.com/watch?v=ZECXi_qQGL4&amp;feature=youtu.be</a> <a href="https://www.youtube.com/watch?v=pW_fyuybDYw&amp;noredirect=1">https://www.youtube.com/watch?v=pW_fyuybDYw&amp;noredirect=1</a> <a href="http://www.20splentyforus.org.uk/BriefingSheets/20mph_Improves_Traffic_Flow.pdf">http://www.20splentyforus.org.uk/BriefingSheets/20mph_Improves_Traffic_Flow.pdf</a>
20mph is OK near schools in term time at drop off & pick up times only	80% of child casualties happen on non-school trips. Families need wide area limits for child protection from road injury – their top risk. Older people are even more likely to die or be seriously injured – 20mph is 10 times safer (than 30mph) for 60+yr olds compared to 7x for others <a href="http://www.20splentyforus.org.uk/BriefingSheets/How_school_safety_zones_are_not_a_priority.pdf">http://www.20splentyforus.org.uk/BriefingSheets/How_school_safety_zones_are_not_a_priority.pdf</a> <a href="http://www.20splentyforus.org.uk/BriefingSheets/older_people_deserve_20mph.pdf">http://www.20splentyforus.org.uk/BriefingSheets/older_people_deserve_20mph.pdf</a> <a href="http://www.20splentyforus.org.uk/BriefingSheets/Wide_20mph_Limits_Help_Children_and_Families.pdf">http://www.20splentyforus.org.uk/BriefingSheets/Wide_20mph_Limits_Help_Children_and_Families.pdf</a>
Variable limits only eg not at night	Variable limit digital signs are costly & can't go on a wide network. So limits end up inconsistent, confusing & don't reduce fear of speed or increase active travel significantly.
Casualties fall, but what about Killed & Serious Injuries KSI?	Detractors cherry pick data, pointing to raised KSIs in some places - by tiny, insignificant amounts. KSIs are rare events. Small datasets are unreliable. In most 20mph places KSI fall along with total casualties.
Numbers of injuries on 20mph roads	The number & length of 20mph roads is rising (& 30mph roads falling). Absolute numbers of injuries on 20mph roads could rise, whilst casualties per km fall. Denominator matters!
Income generation from fines –	Compliance is by engagement, pacer vehicles, speed watch volunteers, warning letters, speed awareness courses, occasional enforcement days with a few Fixed Penalty Notices & very rare points or prosecutions <a href="http://www.20splentyforus.org.uk/Press_Releases/Police_Toughen_20mph_Limit_Enforcement_Guidance.pdf">http://www.20splentyforus.org.uk/Press_Releases/Police_Toughen_20mph_Limit_Enforcement_Guidance.pdf</a>
Drivers could lose their licences	Police are not using 20mph limits to add points to licences or remove driving rights <a href="http://www.20splentyforus.org.uk/Press_Releases/Police_Toughen_20mph_Limit_Enforcement_Guidance.pdf">http://www.20splentyforus.org.uk/Press_Releases/Police_Toughen_20mph_Limit_Enforcement_Guidance.pdf</a>
Speedometer watching distracting	Drivers must check their speed whatever the limit. Speedometer checking should happen at 20 & 30 & 40mph, especially in urban areas. Highway Code
On 20mph roads people might take more risks	20mph is 7-10 times safer than 30mph. It is unlikely that people become 7-10 times more careless where 20mph limits are signed. Massive risk compensation is an unproven fallacy <a href="http://www.20splentyforus.org.uk/BriefingSheets/Wide_20mph_Limits_Are_Effective.pdf">http://www.20splentyforus.org.uk/BriefingSheets/Wide_20mph_Limits_Are_Effective.pdf</a>
Drivers don't obey 30mph & won't obey 20mph	Average & faster road speeds decrease eg in Portsmouth by 6-7 mph slower on previously 25mph+ roads. Even 1mph matters. Every 1mph less reduces casualties & severities by 6% <a href="http://www.20splentyforus.org.uk/BriefingSheets/Wide_20mph_Limits_Are_Effective.pdf">http://www.20splentyforus.org.uk/BriefingSheets/Wide_20mph_Limits_Are_Effective.pdf</a>
Educate pedestrians	Yes educate. Yet studies show road safety education alone hasn't reduced casualties. Slower speeds works & is recommended by WHO. Don't blame the victims! <a href="http://www.20splentyforus.org.uk/BriefingSheets/Dont_blame_pedestrians.pdf">http://www.20splentyforus.org.uk/BriefingSheets/Dont_blame_pedestrians.pdf</a>
20mph & efficiency	Modern vehicles are efficient at 20mph. A lower gear isn't always needed. Fuel use and pollution fall due to smoother driving. <a href="http://www.20splentyforus.org.uk/BriefingSheets/pollutionbriefing.pdf">http://www.20splentyforus.org.uk/BriefingSheets/pollutionbriefing.pdf</a>
Popularity effects	Drivers want 20mph & support rises post implementation. It's a vote winner! <a href="http://www.20splentyforus.org.uk/BriefingSheets/20mph_Support_Rises_Briefing.pdf">http://www.20splentyforus.org.uk/BriefingSheets/20mph_Support_Rises_Briefing.pdf</a>
Nanny state	Drivers cannot self select the limit. All UK roads have a limit Highway Code
UK has safe roads	Not if you are a pedestrian or cyclist, where the UK is very high risk on international comparisons. Pedestrians are 24% of fatalities
Business effects	Businesses pick up the bill now for road danger & injuries. Profits & tourism rise with slower speeds as footfall rise <a href="http://www.20splentyforus.org.uk/BriefingSheets/Businesses%20Profit%20from%2020mph%20limits.pdf">http://www.20splentyforus.org.uk/BriefingSheets/Businesses%20Profit%20from%2020mph%20limits.pdf</a> <a href="http://www.20splentyforus.org.uk/BriefingSheets/20mph_Attracts_Tourists.pdf">http://www.20splentyforus.org.uk/BriefingSheets/20mph_Attracts_Tourists.pdf</a>

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

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