

Approaches to 20mph Implementation

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What I want to cover

- Road Safety Framework Strategy: some key themes and principles;
- 20mph Zones and Limits:
- More local flexibility

A new strategic framework for road safety. Some key themes (1):

- making it easier for road users to do the right thing and going with the grain of human behaviour;
- better education and training for children and learner and inexperienced drivers;
- remedial education for those who make mistakes and for low level offences where this is more effective than financial penalties and penalty points;
- extending this approach to cover all dangerous and careless offences, not just focusing upon speeding;

A new strategic framework for road safety. Some key themes (2):

- tougher enforcement for the small minority of motorists who deliberately chose to drive dangerously;
- taking action based upon cost benefit analysis, including assessing the impact on business;
- more local and community decision making from decentralisation and providing local information to citizens to enable them to challenge priorities; and
- supporting and building capability by working with the road safety community on better tools to support road safety professionals

A new strategic framework for road safety. 20 mph (1):

- Local authorities are able to use their power to introduce 20 mph speed limit zones where
 - (a) major streets where business on foot is more important than slowing down road traffic and
 - (b) lesser residential roads in cities, towns and villages, particularly where
 - this would be reasonable for the road environment
 - there is community support and
 - streets are being used by pedestrians and cyclists.

A new strategic framework for road safety. 20 mph (2):

- The evidence suggests that in residential streets, and in town centres where there is likely to be a conflict between vehicles and pedestrians, carefully implemented 20 mph zones can contribute to an improvement in road safety.

A new strategic framework for road safety. 20 mph (3):

- We plan to revise and reissue the guidance on speed limits in urban areas with the aim of increasing flexibility for local authorities.
- We will provide an economic tool to help them to assess the full costs and benefits of any proposed schemes. We expect this toolkit to help local authorities to make robustly defensible decisions about local speeds.

20 mph Zones



20 mph Zones and Limits

	TfL 20 mph Zone	Hull 20 mph Zone	PCC 20 mph Speed Limit
Change in traffic speeds	-9 mph	-10.5 mph	-1.3 mph
Change in injury accidents	-43%	-56%	-21%
Change in KSI accidents	-56%	-90%	+8%
Change in casualties	-45%	-	-22%
Change in KSI casualties	-54%	-	+6%
Change in pedestrian casualties	-36%	-54%	-16%
Change in pedestrian KSI casualties	-39%	-	+38%
Change in child casualties	-42%	-64%	-20%
Change in child pedestrian casualties	-45%	-74%	-12%

Portsmouth 20 mph Limits

- Traffic Speed:

Sector	No. of sites	Average Speed			Significant at 95% confidence level	Significant at 90% confidence level
		Before Scheme	After Scheme	Change		
Central West	47	20.2	19.1	-1.1	No	No
South East	60	19.6	18.6	-1.0	No	No
Central East	52	18.5	17.9	-0.6	No	No
North East	20	18.2	16.4	-1.8	No	No
South West	31	18.4	16.9	-1.5	No	No
North West	13	23.9	22.2	-1.7	No	No
All sectors	223	19.8	18.5	-1.3	No	Yes
21-24mph	50	22.1	20.2	-1.9	Yes	Yes
Over 21 mph	63	25.7	21.1	-4.6	Yes	Yes
Over 24 mph	32	28.5	22.2	-6.3	Yes	Yes

20 mph and Safety Cameras



- Cameras in the right place can be effective
- But past over-reliance
- Ending discrete funding for road safety
- More Information Provision
- Local roads, local decisions
- [Letter to Chief Executives, June 2010]

Signing



Traffic Calming in 20 mph Zones



Painted Roundels



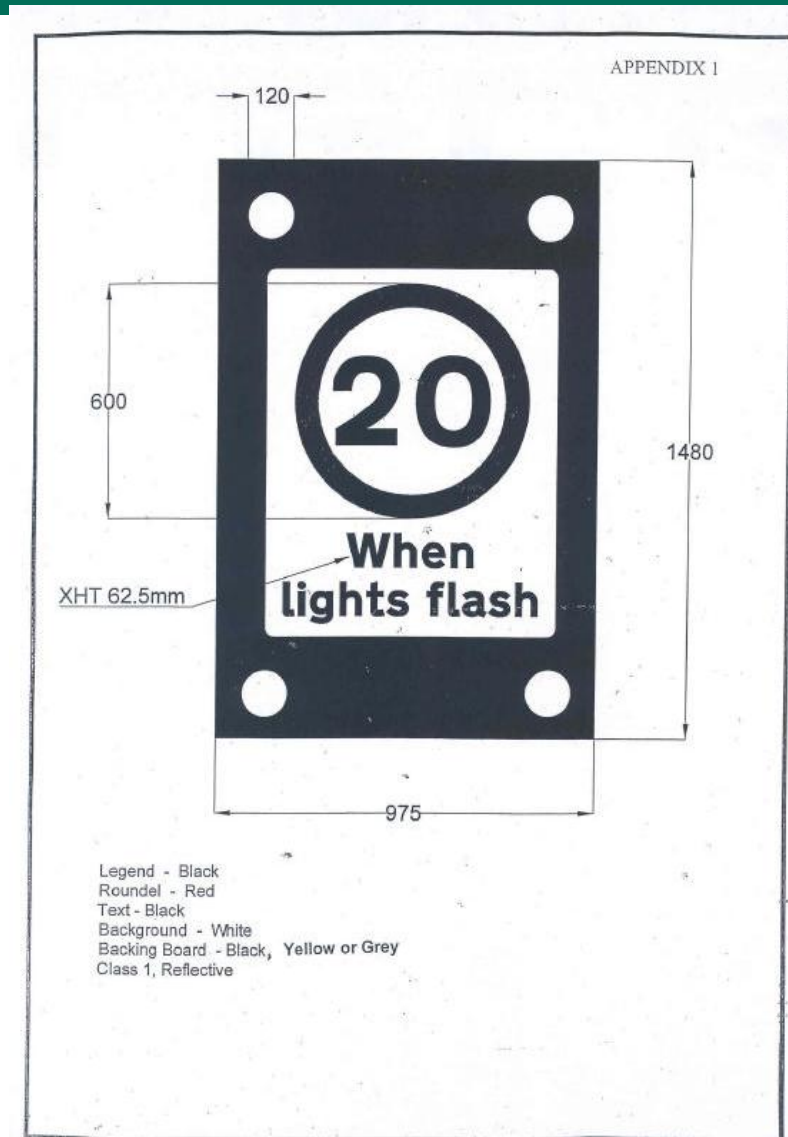
Advisory 20 mph Limits



Mandatory 20 mph Limits



Special Authorisations



Funding and Community Involvement

- Local Sustainable Transport Fund
- Local Transport Capital Settlement
- Other Sectors



Thank You

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