

20 mph for York - who gains?

- Casualties cost £52m a year in York. 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 to 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 York - 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. Rates of return of 800% were found for 20 mph pilots in Warrington
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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. Air quality also improves as more people leave their car at home and travel by bike, foot or bus.

20's Plenty



Where People Live

www.20splentyforyork.org.uk

Anna Semlyen anna.s@20splentyforus.org.uk
01904 654355 or 07572 120439

If you would like further information on the case for 20 mph then look at our website :-

www.20splentyforus.org.uk

info@20splentyforus.org.uk or 07973 639781

Why 20's Plenty for York



York 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.

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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.....In York the Labour and Green Groups support 20's Plenty. We need to persuade the Lib Dems

Write to Stephen Galloway or other Lib Dem Councillors to support 20mph limits cllr.stephengalloway@york.gov.uk

And the Press—letters@thepress.co.uk

200 words(max) In November 2010 York voted 76% in favour of 20 mph limits in the city wide consultation

20 mph for a better York

In many European towns and increasingly in Britain residential roads speed limits are set to 20 mph or less. The speed on arterial and main roads is unchanged so this only affects a small part of any motorized journey.

With every home being within 1/3 mile of such an arterial road then the maximum increase in any journey time across York 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 is 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, Leicester, Newcastle, Oxford, Wirral, Bristol, Colchester, Warrington, Hartlepool, Southwark, and Islington have all agreed 20 mph as the speed limit for residential roads. 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.

