

20mph limits - a developing urban standard for streets

Rod King MBE 20's Plenty For Us





It's nice to come back to Scotland

.. I am not here to tell you what to do

..but to see how we can all learn from previous 20mph
implementations and best practice!



The development of
20mph limits across
the UK

Key lessons learnt
from a national
perspective

How can Scotland
use that experience
to do 20 smarter,
cheaper & more
effectively



The development of
20mph limits across
the UK

Key lessons learnt
from a national
perspective

How can Scotland
use that experience
to do 20 smarter,
cheaper & more
effectively



20's Plenty for Us

Voluntary organisation supporting communities who want lower speeds for residential streets

We want to transform the way our urban and village roads are shared!



20's Plenty for Us

- Formed in Nov 2007
- Focussed on 20mph speed limits
- Three roles
 - **Support local communities** who wanted lower speed limits on their roads
 - **Lobby central government** and establishment on the need for lower speeds
 - **Influence transport professionals** on the need for lower speeds



And now

- 300+ local campaigns, Now in USA, Ireland and Canada - catalysts for change
- >15m people living in UK towns who now have a “Total 20” policy.
- Moving lower speeds into the “mainstream” of transport planning and urban development.
- We are acknowledging that being a catalyst for change



20mph limit 'vital for
Local Authorities are being pressed to make 20mph the default speed limit across residential roads in order to save lives and make streets more pleasant for walking and cycling.





Where are we now on 20mph limits

1991, first 20mph zone in Raby St, Tinsley, Sheffield



In 1991 it was the exception rather than the rule

Yet in many of our iconic cities 30mph viewed as no longer “fit for purpose” on majority of roads



Tourists may already see UK as having a national 20mph limit in our iconic cities



Edinburgh, 20mph City



Liverpool, 20mph City



Bristol, 20mph City



Bath, 20mph City



York, 20mph City



Cambridge, 20mph City



Oxford, 20mph City



St Pancras, Camden, 20mph Borough





UK Communities rejecting 30mph limits

Bath/NE Som'set	175,500	Glasgow City	598,830	Rochdale	211,900
Bolton	139,403	Greenwich(LB)	255,500	Sefton	272,000
Brighton & Hove	273,400	Hackney (LB)	247,200	Sheffield	551,800
Bristol	428,100	Ham & Ful (LB)	182,400	Shipley	28,162
Bury	60,718	Haringey (LB)	255,500	Southampton	239,700
Calderdale	200,100	Hounslow (LB)	265,568	Southwark (LB)	288,700
Cambridge	122,700	Islington (LB)	206,300	St Helens	102,629
Camden (LB)	220,100	Lambeth (LB)	304,500	Tower Hamlets (LB)	256,000
City of Cardiff	346,100	Lancashire	1,461,400	Tregony	1,000
Chesh' W & Chester	332,000	Leicester	329,600	Walth Forest(LB)	259,700
Chichester	22,731	Lewisham(LB)	275,885	Wandsworth (LB)	312,145
City of Birmingham	1,074,300	Limpley Stoke	900	Warrington	202,700
City of London (LB)	400,000	Liverpool	465,700	Westbourne	2,309
City of Manchester	502,900	Middlesbrough	138,400	Whitchurch,	4,800
Coventry	316,900	Middleton	500	Wigan	318,100
Croydon (LB)	364,800	Newcastle-on-Tyne	279,100	York	197,800
Darlington	106,100	Nottingham	303,900		
Ealing (LB)	342,500	Otley	14,124		
Edinburgh	495,360	Oxford	150,200		
Fressingfield	900	Portsmouth	205,400		





..and around the world

30km/h widely adopted in Norway, Netherlands, Sweden, Denmark, Belgium, Germany, France, Switzerland, Austria, Spain...

Including iconic cities such as Paris, Brussels, Barcelona, Milan, Lyon, Genoble and just last week **Dublin**.

...and not forgetting **Edinburgh**.



..key realisations in communities

Inappropriate vehicle speed violates our public spaces creating fear, apprehension and conflict that far exceeds any benefits to communities.

Its not that speed causes collisions so much as speed not allowing the collision to be avoided or the consequences mitigated

Those public spaces between houses that we call streets are increasingly being seen as multi-functional assets that are valued far beyond motoring

That re-valuation recognises that a 20mph place is a better place for everyone

Tipping Trends

Public Health Wide Benefits

- Direct Casualties
- Transport emissions and health
- Obesity and active travel

International Standards

- UN Decade of Road Safety
- EU strongly recommends 30kmh
- Tokyo, London, Paris, New York, **Edinburgh**

UK Guidance

- Increased Support in DfT guidance
- Equalities Act 2010

Cultural trends

- Reduced car ownership - active travel
- BSAS 73% agree 20mph for res roads
- All Party Cycling MP/Times Support



THE KEY POINT...

A city that permits 30 mph on residential roads will never be child friendly and will always deter physical activity



Speed becomes greed

When it stops us and our children from walking or cycling on our roads through fear of traffic



The development of
20mph limits across
the UK

Key lessons learnt
from a national
perspective

How can Scotland
use that experience
to do 20 smarter,
cheaper & more
effectively



DfT Guidance 20mph changes

2006
Guidance

- When assessing suitability for 20mph 85%ile speeds changed to ave speeds
- Portsmouth used this to enable wide-area 20mph without speed bumps

2009 Temp
Guidance

- Wide area endorsed
- References Portsmouth and successes (6-7mph on faster rds)

2011 Note
to LAs

- Repeater signs and roundels classed as “traffic calming” in zones
- Enabling 20mph zones to be a hybrid of signs and physical calming

2013
Guidance

- Fully endorses wide area
- Use on main roads even, accepting increase in journey times
- Priority for action is to review 20mph policies

2016 TSRGD
changes

- Use of repeater signs now at discretion of LA
- Offers way for 20mph places to clarify 20 default, higher where signed.



Outcome

- Enables gov to support, encourage and enable
- 20mph becomes adopted by more progressive places. Now majority of largest 40 authorities and 75% Inner London.

But

- More car-centric authorities fail to be interested
- Repeater sign changes puts onus on local authority to prove that signage is clear
- Creates a non-uniform and postcode lottery on speed limits and vulnerable road user safety
- Lacks a clear statement at national gov level
- Non-universal adoption used by some to non-comply
- Loses all potential benefits of scale



Consequences of localism

UK cities have 20mph repeaters on most roads because in 1990's they were uncommon, so increasing costs



Costs are far higher when each authority has to complete TRO's for most roads.



Costs are far higher and effect lower when each authority has to do its own engagement



Increases reliance on enforcement for compliance



Reduces potential gains from active travel and health





The development of
20mph limits across
the UK

Key lessons learnt
from a national
perspective

How can Scotland
use that experience
to do 20 smarter,
cheaper & more
effectively



Scottish Guidance

2001
Guidance

- Preceded English/Welsh DfT guidance encouragement by some 5 years
- But still used 85thile speeds and advised advisory limits if above 24mph

2015 Best
Practice

- Wide area 20mph endorsed and encouraged
- Scottish government wants to see a transformation of towns for walking and cycling
- Advisory limits should no longer be used

2016

- TSRGD changes provide opportunity for reduced/minimal repeater signage
- Scotland Act allows setting of national speed limits



What could Scotland do next?

- England leaves local authorities to keep on repeating the same debate
- England leaves local authorities to set complicated TRO's to get 20mph on most roads
- England leaves local authorities to do all engagement
- England leaves the cost high with repeater signage that is increasingly inappropriate
- England says 20 is Plenty with 73% of people supporting it but hides behind the fig-leaf of localism so it doesn't upset the 11% against

Don't be like England!



How could Scotland do better?

- Announce that 20 will become the national restricted road speed limit with exceptions decided locally by 2020
- Begin national marketing/engagement that 20 is plenty where people live, work, shop and learn
- Clarify that Traffic Authorities can already:-
 - Have “20mph default” gateways on community boundaries
 - Use TROs to set 20mph limits with no repeaters required
 - Use 30mph enforcement signs on any roads left at 30
 - All are within current TSRGD 2016 regulations
- Provide part funding for early adopters
- Plan for wide-area 30 to 20 conversion in remaining places



Consequences

- A planned move to make every Scottish place a better place to be
- A superb foundation for its walking and cycling strategy
- Clearly aligns Scotland with its Northern European neighbours in setting the right limit for residential and city streets
- Sets Scotland as a place that puts the elderly, the young , the disabled and the nation's health all above the “need for speed” on community streets
- Merely does what most of the electorate believe is the right thing to do



May we suggest!!!

- Transport Scotland
 - Consider it, be bold - It's the way to go
- Traffic Authorities
 - Why put up with increased costs for localised approach when a national plan increases effectiveness and lowers costs?
- Campaigners
 - Isn't 20 plenty for all our children, and elderly and vulnerable?
 - Should local active travel be dependent upon local car-centric prejudice or should it be delivered for all?



Thank you for your attention

I really do believe that Scotland really is



www.20splenty.org

@20splentyforus

rod.k@20splenty.org

