

20mph Council Myth Buster - Part 2

A 20's Plenty for Us Briefing Nov 2017

http://www.20splenty.org/more_council_myths

Councillors and council officers don't always tell the truth on 20mph limits. Here we bust some more of the common myths. See also part 1

http://www.20splenty.org/council_myths about A and B roads, current average speeds over 24mph, unsupportive police and collision history.

20's Plenty for Us

...making your place a better place to be

Myth to manage expectations	Reality refs paragraphs in DfT Guidance on Setting Local Speed Limits 01/2013
This Council can't afford 20mph limits— UNTRUE	There's been no Council ruling group (or coalition) agreeing with wide-area 20mph principles where the same politicians couldn't find the funds. Political will matters. 20mph limits are as 'cheap as chips' in transport terms. Spending has been £2-£3 per head of urban population. Signage now requires 70% fewer capital items. £1.50 per head is today's minimum. http://www.20splenty.org/signs_regs_changes
The Do Nothing option is cheaper — UNTRUE	Doing nothing is to decide not prevent about 20% of current casualties and incur huge inactivity costs — adding up to millions — work out your authority's costs at http://www.20splenty.org/casualty_and_physical_inactivity_costs See 3 options for Scotland at http://www.20splenty.org/20_scotland_options Councils duty of care!
Limits won't take us down to driving speeds of 20mph so aren't worth doing— UNTRUE	It's really no surprise that some drivers still speed in 20mph limits. Errant drivers do this at any limit — 30, 40 etc. The key benefit is that average speeds fall. This brings massive public health gains. Highway Authorities do not risk liability if a 20mph limit is set and not adhered to by drivers http://www.20splenty.org/the_civil_liability_myth_busted
A fall in average speeds of 1-2mph isn't worth having — UNTRUE	Even a 1mph reduction in average speeds cuts crashes by 6%. The population wide benefit of this across all streets is huge for public health. See the prevention paradox at http://www.20splenty.org/networkwide20
Councillors worry that it will lose them votes — UNTRUE	Research consistently says 20mph limits are popular. Support rises post implementation. Just explain the facts to objectors - 20mph is safer, cleaner, quieter and won't significantly affect journey times and they'll often support it. http://www.20splenty.org/support_for_20mph_limits_is_strong_and_rising
A blanket 20mph must be applied everywhere UNTRUE	Major roads can be left at 30mph or higher speeds so long as "the needs of vulnerable road users must be fully taken into account" Para 32
Negative to the local economy UNTRUE	Businesses thrive where it is safe to walk and cycle. Fuel costs drop. Tourists love 20mph http://www.20splenty.org/businesses_profit_from_20mph_limits

It often boils down to "pre-speeds are so high that physical calming would be needed and we can't afford that so SPEEDS MUST STAY HIGH!" Yet, the requirement to set the correct limit and compliance methods are different matters. **Stay positive. 20mph limits are best practice and you are right to call for them!** More myths are busted at http://www.20splenty.org/busting_the_20mph_limit_myths

20's Plenty For Us campaigns for a 20mph default speed limit in built up areas without physical calming.

Web www.20splenty.org Twitter @20splentyforus

Rod King MBE
Founder & Campaign Director
rod.k@20splenty.org
07973 639781 @20splentyforus

Anna Semlyen
Campaign Manager
anna.s@20splenty.org
07572 120439 @AnnaSemlyen1

Jeremy Leach
London Campaign Co-ordinator
jeremy.l@20splenty.org
07415 243015