



20's Plenty for Wales

FOR HEALTHY AND LIVEABLE STREETS

Rod King MBE

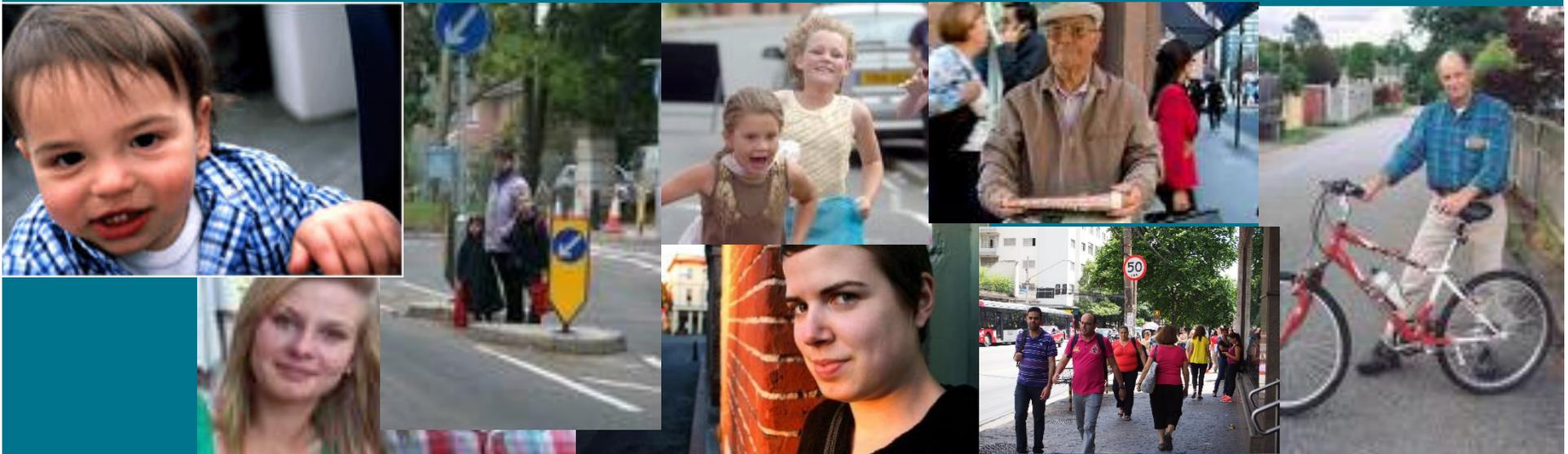
Founder & Campaign Director

20's Plenty for Us

20's Plenty for Wales For Healthy & Liveable Streets



Rod King MBE 20's Plenty For Us





Some ideas!

How do speed limits question our values, rights and justice?

How do we share equitably and safely the public spaces between buildings that we call streets?

Is an urban speed limit pulled out of the air in 1934 appropriate for 21st century community needs in Wales?



20's Plenty for Us

❓ Who we are

The dreaded corporate pitch - very short

❓ Its 30 for a reason - km/h that is
Who says so?

❓ Who loves 30 km/h

❓ Who says 20's Plenty in UK

❓ 20's Plenty for Wales and how



20's Plenty for Us

National UK voluntary organisation supporting communities who want lower speeds for residential streets

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



Formed in 2007...and now

? 400 local 20's Plenty and Love 30 campaigns in communities in UK and Ireland, USA & Canada with just 0.6 professional staff

? 25% of population living in towns in UK who now have a "Total 20" policy.

? Moving lower speeds into the "mainstream" of transport planning and urban development.

? We are acknowledging being a catalyst for change



20mph limit 'vital for walking
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.





30mph is no longer fit for purpose for most urban roads

- ❓ Set in 20th century with far fewer motor vehicles on the road
- ❓ Not compatible with 21st century aspirations for reduced casualties, active travel, public health.
- ❓ 30mph is above the 20mph threshold for human survivability and child/elderly cognitive self protection
- ❓ Accelerating to 30mph uses 2.25 times energy to 20mph
- ❓ It brings fear and apprehension to vulnerable road users
- ❓ In 12m distance a 20mph can stop, a 30mph car is still doing 27mph and takes another 11 m to stop



Braking Distance Challenge

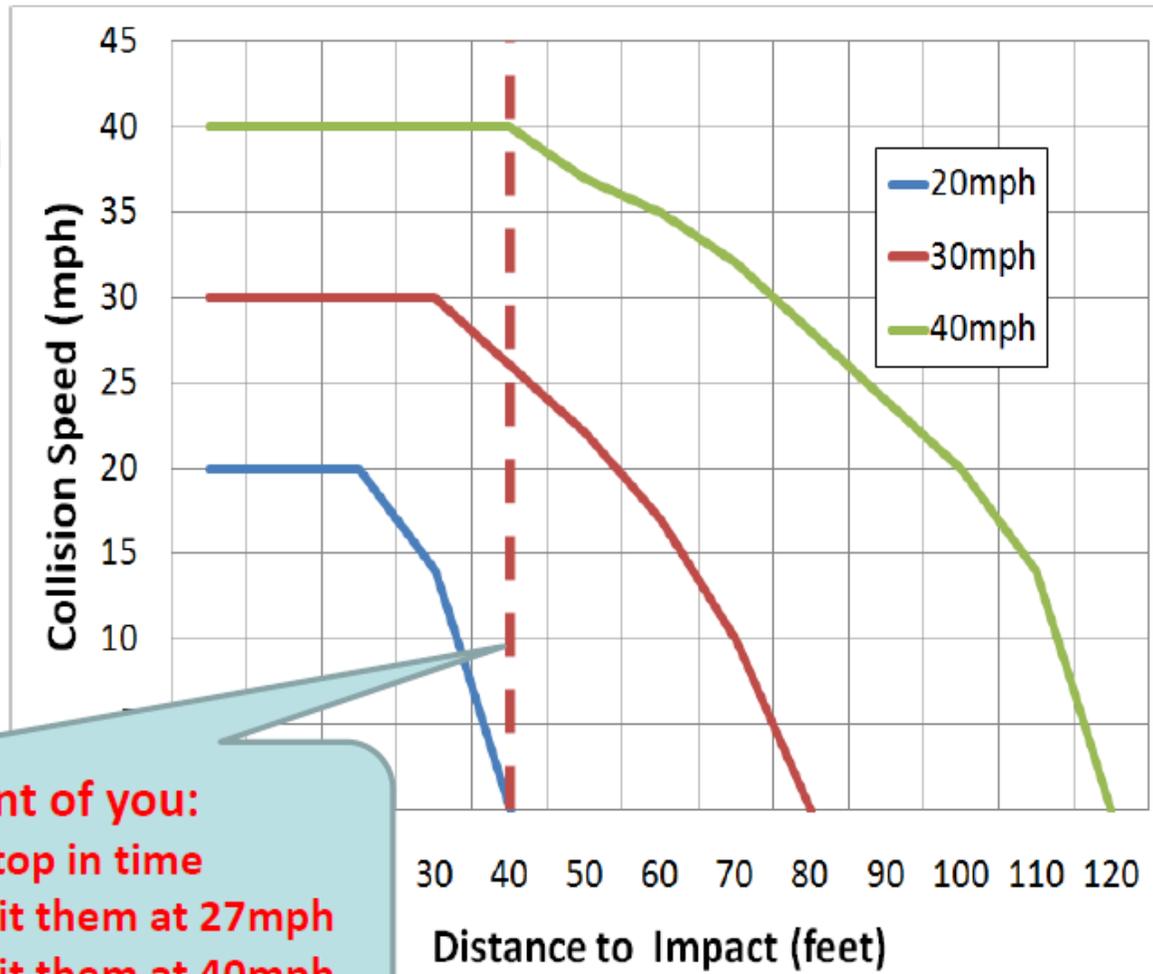
Stopping distances



40 120 ft / 37m

30 75 ft / 23m

20 40 ft / 12m



- If a child runs out 40ft in front of you:**
- If you're doing 20mph you'll stop in time
 - If you're doing 30mph you'll hit them at 27mph
 - If you're doing 40mph you'll hit them at 40mph



Who says so? WHO says so!

World Health Organisation – Managing Speed - 2017

Background

- 4th UN Global Road Safety Week, May 2017, WHO has focussed on **vehicle speed as the major factor in most collisions.**

Set limits

- Setting speed limits at national, urban and local levels appropriate to the function of each road is an important step in reducing speed.

What's safe

- *“A safe speed on roads with possible conflicts between cars and pedestrians, cyclists or other vulnerable road users is 30 km/h (see Table 2)”.*

Empowerment

- *To achieve these safe speeds, local authorities should have the legislative power to reduce limits as needed to better protect all who use the roads. In addition, drivers should be informed of limits through **sign-posting the legal speed limit on roads and rigorously enforcing the law.**”*

Type of road	Safe speed
Roads with possible conflicts between cars and unprotected users	30 km/h



Says who?

World Health Organization....

World Health Organisation – Global Action Plan on Physical Activity 2018-2030

Create Active
Environments
- Action 2.3

- Accelerate implementation of policy actions to improve road safety and the personal safety of pedestrians, cyclists, people engaged in other forms of mobility involving the use of wheels (including wheelchairs, scooters and skates) and public transport passengers,

Proposed
actions for
member
states

- 3. Support the implementation and strengthening of the enforcement of traffic speed restrictions (e.g. **30 km/hr in all residential neighbourhoods**)



Says who? International Transport Forum of OECD*

* (Organisation for Economic Co-operation and Development)

From Speed and Crash Risk – Research Report – April 2018

Recommendation

• “Where motorised vehicles and vulnerable road users share the same space, such as in residential areas, **30 km/h is the recommended maximum.**”

30km/ as developing international standard

• “In many countries, there is a trend into generalising the 30 km/h zones in city centres and residential areas. As mentioned above, **some countries are considering setting 30 km/h as a default speed limit in urban areas, with possible higher limits on arterial roads.**”

Particularly for pedestrians and cyclists

• “Research has indicated that the death risk is about 4-5 times higher in collisions between a car and a pedestrian/road worker on foot at 50 km/h compared to the same type of collisions at 30 km/h. **Considering this, there is a strong recommendation to reduce speed in urban areas.**”

Conclusion

• “To reduce road trauma (i.e. fatalities and injuries), governments need to take actions to reduce the speed on our roads and also to reduce differences in speed. As individuals, the risks for a severe crash might seem small, but from a societal point of view, **there are substantial safety gains when the mean speeds and speed differences on the roads are reduced.**”



Says who? European Transport Safety Council

ETSC – Making Walking and cycling on Europe's Roads Safer – June 2015

Principle of Prudence

- “This concept introduces a “principle of prudence” governing the relationship between drivers and the most vulnerable road users, as well as new approaches to urban road planning and design and **the growing implementation of 30 km/h zones (20 miles/h in the UK).**”

Real danger reductions

- “The probability of a pedestrian being killed in a collision with a passenger car going at 50km/h is more than five times the risk with the same vehicle going at 30km/h (Fig. 15). If there were 100 fatal pedestrian collisions that occurred at 50km/h, then if the speed had been 30km/h instead of 50km/h, **at least 80 lives would have been saved.**”

Recommendations to Member States

- “Encourage local authorities **to adopt zones with a speed limit of 30km/h in residential areas and areas used by many pedestrians and cyclists.**
- Prepare national enforcement plans with yearly targets for compliance in the areas of speeding, especially in urban areas, where there are high numbers of pedestrians and cyclists.”



Says who?And more...

iRAP – International Road Assessment Programme

EU Transport and Tourism – Comment on 4th Road Safety Plan

Global Network for Road Safety Legislators – Manifesto #4ROADSAFETY

iRAP
Methodology
Fact Sheet 7
Star Rating
Bands

- “However, if the road has only one lane in each direction, footpaths and well-spaced signalised crossings, it will be rated 3-stars. Further, if the speed reduces to 40km/h, then the road would be rated 4-stars. **When speeds are 30km/h or less, all roads are rated 5-stars for pedestrians.**

EU Transport and
Tourism
Committee

- “strongly recommends the responsible authorities **introduce speed limits of 30 km/h in all residential areas and on single-lane roads in urban areas which have no separate cycle lanes.**

Global Network
for Road Safety
Legislators

- “There is strong evidence that wherever motorised traffic mixes with vulnerable road users, such as pedestrians, cyclists and mopeds, **the speed limit should be set at or under 30 km/h.**



And in UK we can add :-

- Institute of Welsh Affairs
- Public Health Wales
- NICE
- Royal College of Paediatrics and Child Health
- Association of Directors of Public Health
- Brake, Cycling UK, Living Streets, Sustrans, FOE
- British Heart Foundation
- Clean Air UK
- Transport for London, Edinburgh City Council, Glasgow City Council
- All advocating a national 20mph limit



THE KEY POINT...

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



Speed becomes theft

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



Crouch down: consider streets from an 8 year old's viewpoint

Or try walking slowly like a 80 year old!

Or someone who is disabled

Or someone with imperfect hearing/sight





Busting 20mph myths



It won't cause gridlock and increase journey times

- Journey times dictated by how long you are stopped not speed whilst travelling
- Research shows slower speeds increase throughput, easier filtering at junctions



It won't increase emissions

- For a medium saloon at steady 20mph consumption is just 90mpg
- Emissions largely proportional to amount of acceleration and braking
- Energy to get to 30mph is 2.25 times more than to get to 20mph



It's not pandering to left wing and socialist ideas

- Its not about the colour of politics, but the quality of democratic representation
- City of London is the "capitalist" centre of UK and set a 20mph limit (400,000 pedestrians)
- Huge benefits in casualty reduction and public health improvement (eg 800% FYRR)



It's not "suicidal" for pedestrians to use roads, they have rights

- Freedom of movement is a basic human right, not bought with the purchase of an automobile
- Danger comes not from pedestrians or cyclists, but how motorists interact with them



Slower streets actually increase our economy and business growth

- The reliance on the private motor car for mass transit is not a solution but part of the problem.
- Communities need public transport and personal transport choices to be viable and sustain growth



So, who Loves 30km/h



Sweden, Norway, Denmark
30km/h on most residential areas



Germany
30km/h most residential and now allowed on main roads



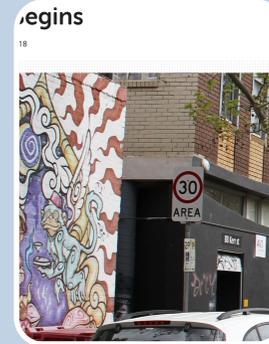
France
Paris 30km/h by 2020
Grenoble 30km/h
Vtre 30km/h
Rennes 30km/h by 2020
Reims defaulting to 30km/h
Lyon 87km at 30km/h
Lille 80% at 30km/h



Netherlands
70% of urban road network has a 30km/h speed limit



Switzerland
40% people live in 30km/h zones



Elsewhere

- Being implemented in
- Australia
- New Zealand
- Italy
- Canada
- USA
- Poland
- And many more



The future - transition!

20th
century



21st
century

Most urban & res roads



Go slower on some streets



Most urban & res roads



Go faster where safe
and compatible with
community needs





27% fewer casualties in pilot

20mph Local Authorities in the UK



-4 deaths, -11 serious, -159 slight



-27% crashes -23% casualties in Bath



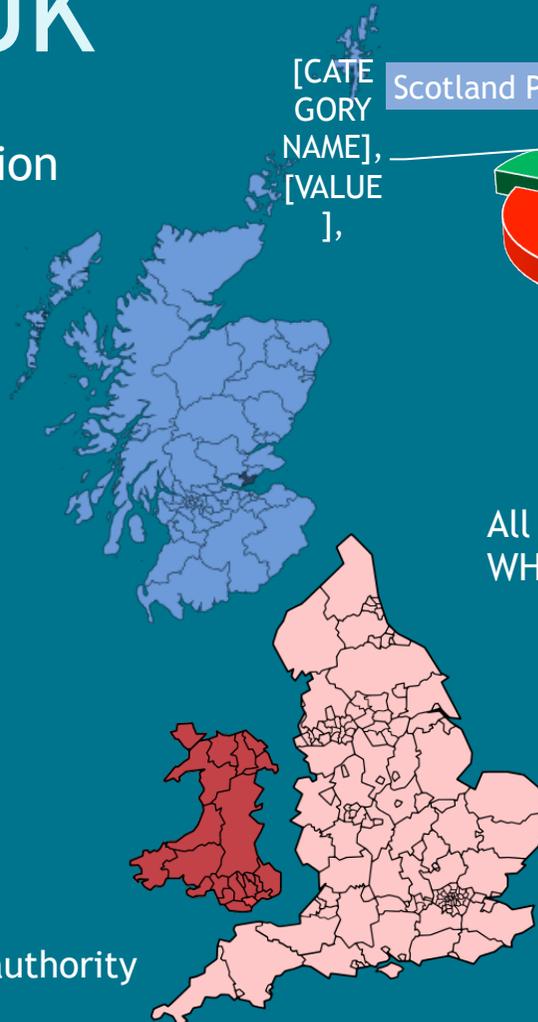
30% fewer casualties





In the UK

Current 20mph adoption



Scotland Population - 5.3m

[CATEGORY NAME],
[VALUE],



[CATEGORY NAME],
[VALUE],



All children live where local authority has a WHO endorsed limit default limit of 20mph

Wales Population - 3m

[CATEGORY NAME],
[VALUE],



[CATEGORY NAME],
[VALUE],



12% of children live where local authority has a WHO endorsed 20mph limit

England Population - 53m

[CATEGORY NAME],
[VALUE],



[CATEGORY NAME],
[VALUE],



29% of children live where local authority has a WHO endorsed default limit of 20mph

WHO: "A safe speed on roads with possible conflicts between cars and pedestrians, cyclists or other vulnerable road users is 20mph"



And for Wales?



? Background

- ? Active Travel Act and aspirations
 - ? Future Generations Commission
 - ? Public Service Boards
 - ? Health and Well-Being
 - ? Collaborative cross-agency support
- ? Do it like England, authority by authority or smarter, by setting a national 20mph standard for where people mix with motor vehicles



What could Wales 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 creates a patchwork of inconsistent limits
- 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 to deliver



The Devolved Nation way

- ❑ Set a national default of 20mph for urban/village roads
- ❑ Allow local authorities to set 30mph exceptions
- ❑ Massive savings in costs
 - ❑ Co-ordinated implementation
 - ❑ Pool education & engagement
 - ❑ Needs less signage
 - ❑ National agency support
- ❑ Maximise benefits
 - ❑ Consistent, understood limits
 - ❑ Delivers to all communities
 - ❑ Assist goals on active travel, future generations and air quality
- ❑ Support the majority who want safer streets where people are

Do it a smarter “Welsh Way”



Consequences



A planned move to make every Welsh place a better place to be

A superb foundation for its Active Travel, Future Generations, Public Health and Transport/Energy strategies.

Clearly aligns Wales with its Northern European neighbours in setting the right limit for residential and city streets

Sets Wales 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



Thank you for your attention

If you love Wales and its people
then maybe it's time to say
“20's Plenty for Wales!”

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