



Department  
for Transport

From the Minister of State  
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## PUBLICATION OF 20MPH LIMIT EVALUATION

I am writing to let you know that the evaluation into 20mph limits, carried out on behalf of the Department by the engineering consultancy Atkins, has been published today and is available at

<https://www.gov.uk/government/publications/20-mph-speed-limits-on-roads>.

It has long been thought that most residents and drivers support 20mph limits, and the study confirms this.

The study looked at the enablers and barriers to implementing a successful scheme and found that early engagement and buy-in from other stakeholders, including cross-party support from local councillors; clear articulation of the scheme's rationale, objectives and outcomes; and tailoring of schemes to local circumstances were crucial to a scheme being accepted by the public and delivered to the anticipated quality, programme and cost.

Overall the introduction of 20mph limits led to a small reduction in median speed (less than 1mph), but vehicles travelling at higher speeds before the change of speed limit reduced their speed more than those already travelling at lower speeds.

The study found insufficient evidence to conclude that in residential areas the introduction of 20mph limits had led to a significant change in collisions and casualties. However, one city centre case study did show a significant reduction in collisions and casualties. Overall, there was a small but statistically significant improvement in reported levels of cycling and walking.

In all, twelve case study schemes were studied, comprising a variety of area types, road types and scale. A further three case studies covered local authorities that had chosen not to implement a 20mph scheme.

The findings of the study support the advice already set out in the Department's guidance *Setting Local Speed Limits*. Important benefits of 20

mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling. The guidance emphasises that traffic authorities have the power to introduce 20mph speed limits or zones on:

- Major streets where there are – or could be - significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

This is in addition to

- Residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable.

The Department has funded RoSPA to write a guide for local authorities, 'Introducing 20mph Limits', as well as to update the RoSPA guides 'Road Safety: a Guide for Local Councillors in England' and 'Road Safety and Public Health' in the light of this new research.

A handwritten signature in black ink that reads "Jesse Norman". The signature is written in a cursive, flowing style.

**JESSE NORMAN**