



20's Plenty for Us

...making your place a better place to be



20mph limits – making Belfast a better place to be.
27th October 2021

Rod King MBE 20's Plenty for Us

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#ActOn20mph www.20splenty.org @20splentyforus



Some ideas!

How do speed limits question our values, rights and justice for vulnerable road users?

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 mobility needs?



| | | |
|--|---------------------------------------|--|
| A map of the United Kingdom and Ireland. Numerous red heart icons, each containing the number '20', are placed across the map, primarily concentrated in England and Wales, representing the '20's Plenty' campaign locations. Labels on the map include 'HEBRIDES', 'SCOTLAND', 'Aberdeen', 'Ireland', 'Dublin', 'Galway', 'Limerick', 'Cork', and 'English Channel'. | Rod King MBE (founder) | A portrait of Rod King MBE, a man with glasses and a suit, smiling. |
| | Anna Semlyen (campaigns) | A portrait of Anna Semlyen, a woman with brown hair wearing a blue shirt, standing in front of a red and white circular '20' speed limit sign. |
| | Jeremy Leach (London) | A portrait of Jeremy Leach, a man with dark hair, smiling, with a city building in the background. |
| | Adrian Berendt (South East) | A portrait of Adrian Berendt, a man in a white shirt, standing next to a banner that reads '20's Plenty for Tunbridge Wells'. |

20's Plenty assists Local Authorities and Governments to balance movement, safety and the economy and create better streets for people.

Align with global best practice, WHO & the UN.

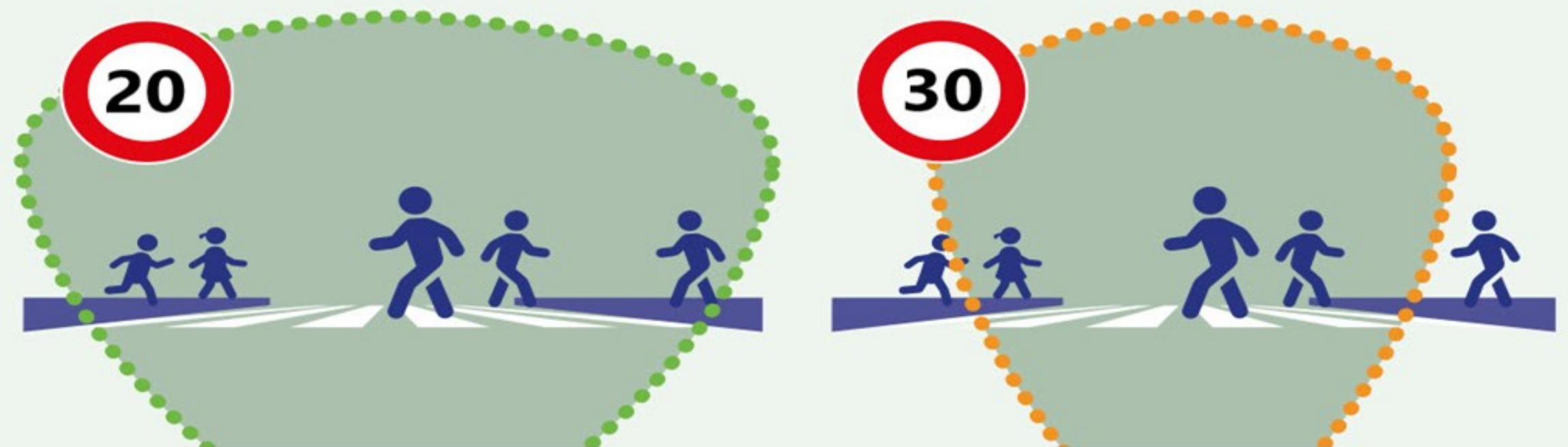


Areas to cover

1. Common objectives
2. Cities already saying 20's Plenty
3. The global case for a 20mph/30kmh urban default limit
4. What to expect as an outcome
5. Key considerations to maximise success
6. Why just Belfast, why not Northern Ireland?
7. Questions and hopefully answers!

1. Common Objectives

- Increase child and adult activity levels
- Promote healthy active travel options
- Meet climate change obligations
- Reduce casualties
- Reduce inequalities
- Lower emissions
- Less congestion
- Place making



The field of vision at 20mph /30mph

Multiple Mobility Challenges

36% of primary age parents are afraid to let children walk or cycle due to fast traffic (say Living Streets)

One in 5 adults (20%) 40-60 years is physically inactive

Early onset ill-health through inactivity burdens public services

Casualties cause huge societal costs £M

Dissatisfaction with 30mph- only 10% want 30mph on residential streets.

Growth of faster, silent e-bikes, e-scooters, e-cargo bikes, e-cars raises risks



30mph is 'past its use by date'

A 30mph default is NOT fit for purpose or credible

Already rejected by 28M people's local or national authorities (42% of UK population)

30mph isn't helping resident's health, relationships or business

Streets are for life, not just for motors

In urban areas, a 30mph peak speed doesn't reduce overall journey time significantly.





Will a 30mph limit ever support active travel? No
Will 30mph limit roads ever fulfil duty of care? No
People, especially children and elderly make mistakes
30mph speed limits are not evidenced to help with any of these objectives.
30mph is not healthy, green or liveable

Crouch to see from
an 8 year old's
level. 30mph
HGVs are scary.
Pre-teens eyesight
can't reliably cope
with judging
speeds over
20mph



Inadequate Active Travel infrastructure

- In settlements 30mph can ONLY be made safe with protected infrastructure and crossings.
- 30mph is too fast in places lacking pavements or cycle routes.
- A lack of, or narrow, pavements deters walkers.
- 20mph speed limits do not exclude need for physical changes to streets.





2. Cities already saying 20's Plenty

Majority of 40 largest urban authorities

All Inner London Boroughs

Cardiff and Edinburgh

Many shire counties

Wales to set a national 20mph urban/village limit from 2023

Scotland to set 20mph as a “norm” by 2025

28 million people set to live in 20mph places



3. The global case for a 20mph/30kmh urban default limit

WHO says 20's Plenty as a default?



February 2020



Stockholm Declaration – Resolution 10

10. *Focus* on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed limit of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries;



August 2020



The trusted independent voice for transport and mobility

UN flies the flag for 20mph limits worldwide

Chris Ames
24 September 2020



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The United Nations has backed the use of 30km/h (20mph) limits as part of a worldwide drive to cut road injuries by half.

United Nations General Assembly

Say 20's Plenty and it Loves 30



FOUNDATION

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UN General Assembly urges halving of global road traffic deaths by 2030

September 2, 2020 by [FIA Foundation](#)

Categories: [Road Safety](#), [Child Health Initiative](#) | Tags: [Manifesto 2030](#), [Sustainable Development Goals](#), [UN Decade of Action for Road Safety](#)



UN General Assembly mandate WHO to Love30 for UN Global Road Safety Week – May 2021



ABOUT

The UN General Assembly mandated WHO and the UN regional commissions to plan and host periodic UN Global Road Safety Weeks. Held since 2007, the #Love30 campaign of the 6th UN Global Road Safety Week advocates for Streets for Life by making 30 km/h (20 mph) speed limits the norm for cities worldwide in places where people mix with traffic.



May 2021



81% of NGOs globally pushed for 30km/h



30km/h and 20mph – Key reasons



Global road fatalities of 1.4m



Global Climate Emergency



Global aspiration for better places



4. What to expect as an outcome

- 20mph is popular
- How 20mph help resolve issues
- 20mph means active travel infrastructure is less costly
- Compliance is improving with scale and new technology
- 20mph is Fair to All and Popular
- Lives saved and road trauma reduced
- Reduced emissions



20mph is popular

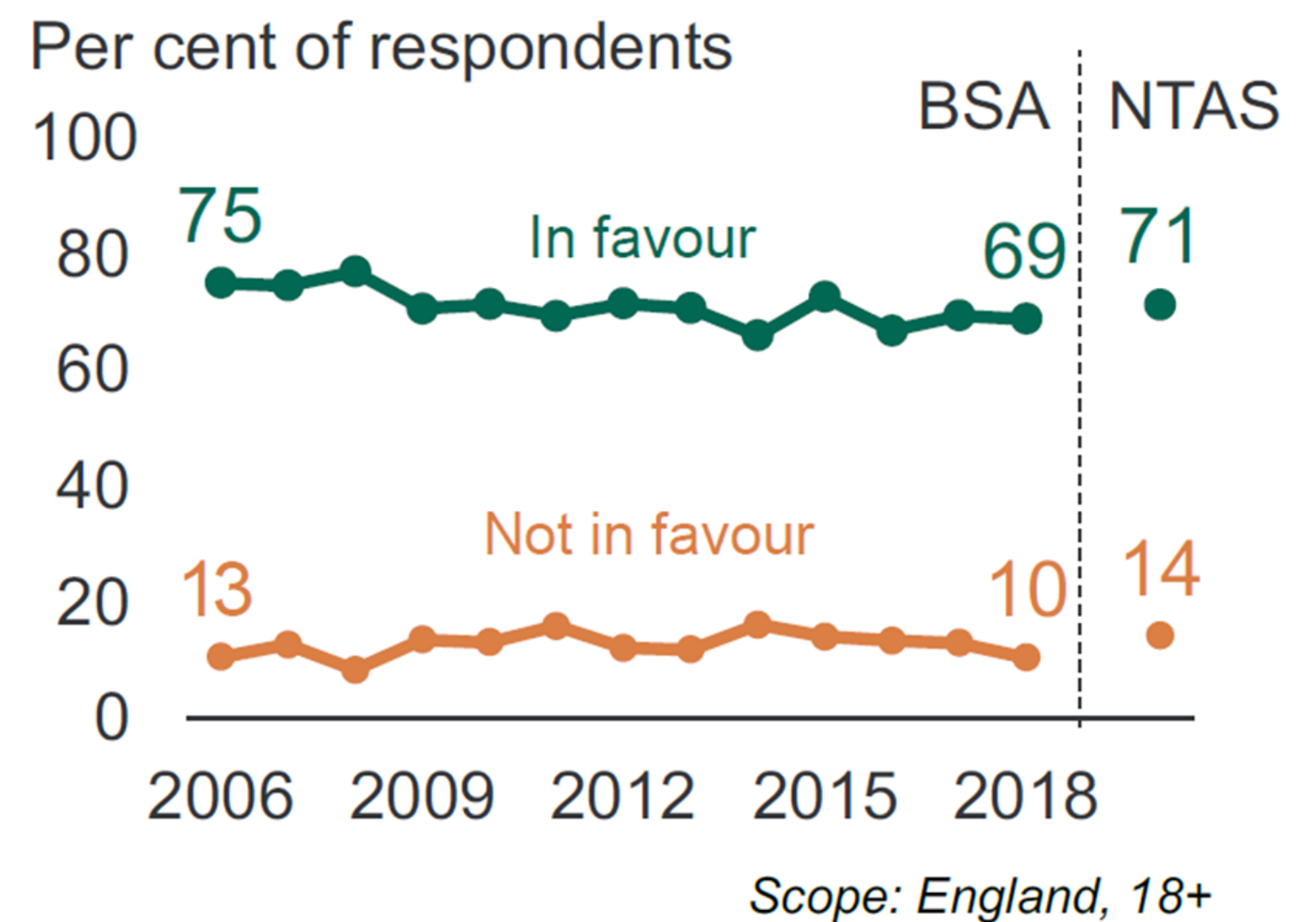
70% say 30mph is not the right speed limit for residential streets
only 10% think it is

Many requests for 20mph are queuing up

Council elections 2021 favoured those with green credentials

How can Councillors give residents what they want fairly and cost effectively?

Speed limits of 20mph in residential streets



source: DfT National Travel Attitudes Survey NTAS

How 20mph help resolve issues

Wide range of benefits

Supports active travel – rates of cycling to school tripled in Edinburgh.

Evaluations show cycling and walking rise.

People feel safer; streets become more pleasant.

Casualties reduce 20%.



20mph means active travel infrastructure is less costly

Protected cycle lanes and pavements aren't required if motor and cycle traffic can fairly share the road at speeds consistent with duty of care to the vulnerable

Streets are for all road users, not just those in vehicles





Compliance is improving with scale and new technology

On faster roads, speeds fall 4-5mph+ for signed 20mph schemes

Additional psychological measures – centre line removal reduces speeds by another 1-2mph

From April 2022 all new car models will have Intelligent Speed Assistance to keep drivers within the speed limit.

Compliance increases over time

Compliant drivers set the pace for others

Community Speedwatch can play a part



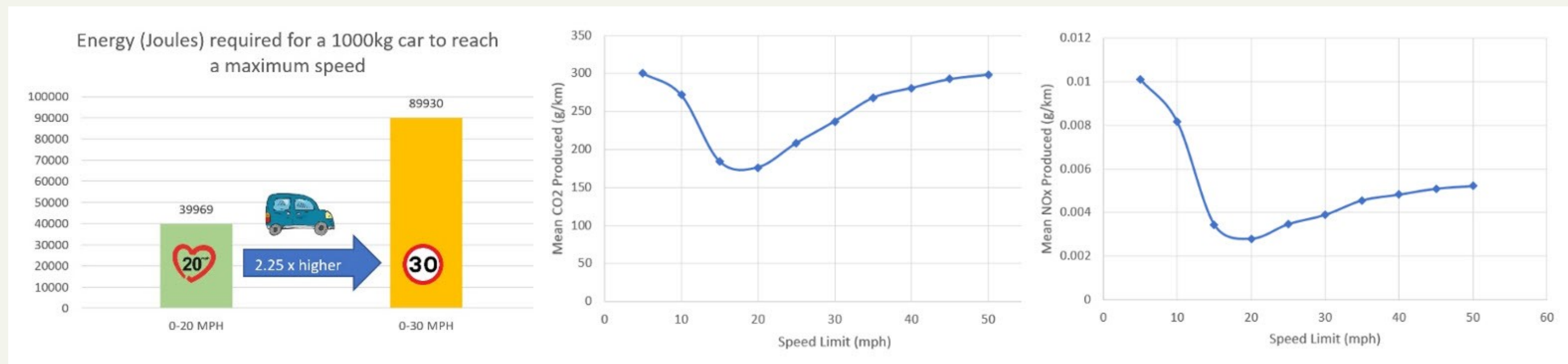
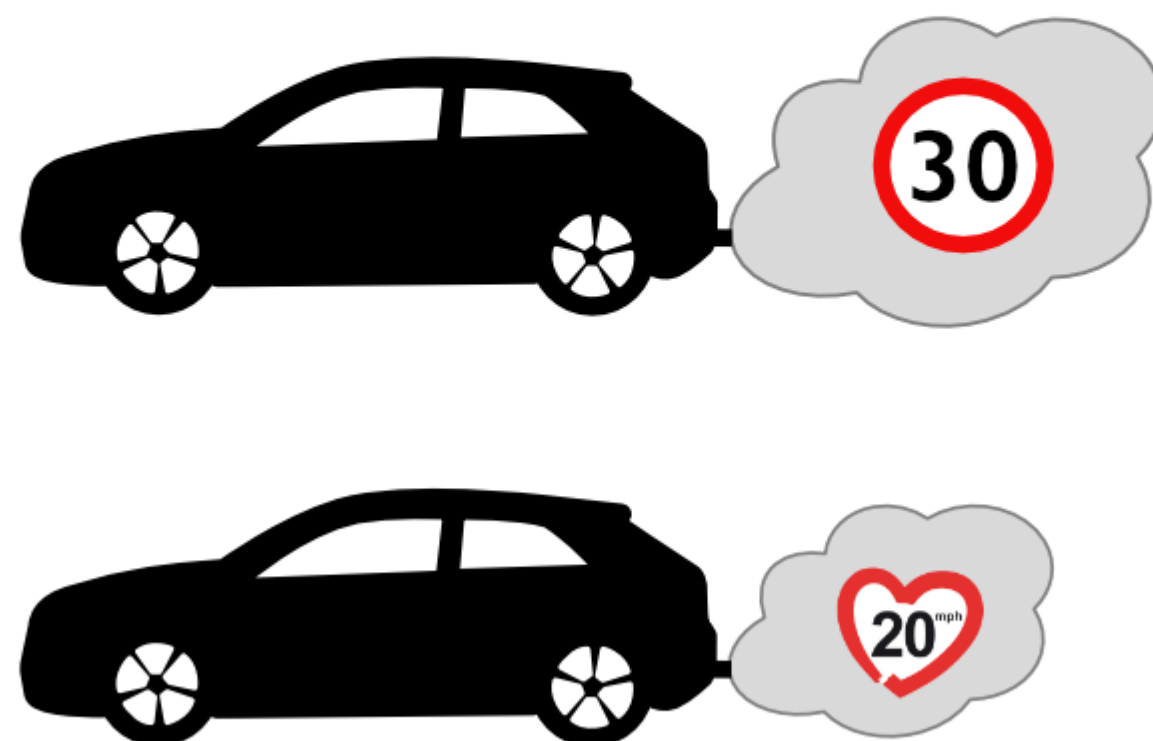
20mph is Fair to All and Popular

20mph is fairer to all road users. Risk is reduced to all and especially to vulnerable walkers and cyclists. It offers duty of care

70% consistently say they want 20mph for residential streets. Popularity rises after implementation (Atkins)



**New research shows that 20mph limits reduce
CO² and NO_x by 25% compared to 30mph**



See https://www.20splenty.org/new_research_on_emissions



Calderdale

“Our vision is to make our streets safe and pleasant. This is for all children and adults, no matter how they travel or where they live. To help, we have brought in 20mph speed limits in residential areas across the Borough.”

Public Health engagement to “Love your street”

Casualties fell 30-40%.

80% popularity

Police enforced

Cost £821k, £1.6k per km of road

Benefit: £3+M in casualties avoided (first 3 years)



<https://calderdale.gov.uk/council/councillors/councilmeetings/agendas-detail.jsp?meeting=24991>

Cheshire West and Chester

2016 – Cabinet agreed signed only 20mph speed limits on the borough's residential roads where mean speeds were less than 24mph and around schools where the mean speed is less than 30mph.

Aims: reduce speeds, reduction in road traffic collisions and increase health by encouraging active, sustainable travel by children walking and cycling to school.

Casualties fell by 43%

Almost all residents are supportive

4 year roll out, £800k,

Benefit: £3.5M in casualties avoided (in first 3 years)

<http://cmttpublic.cheshirewestandchester.gov.uk/ieListDocuments.aspx?MId=6155&x=1>



Bath & North East Somerset Council

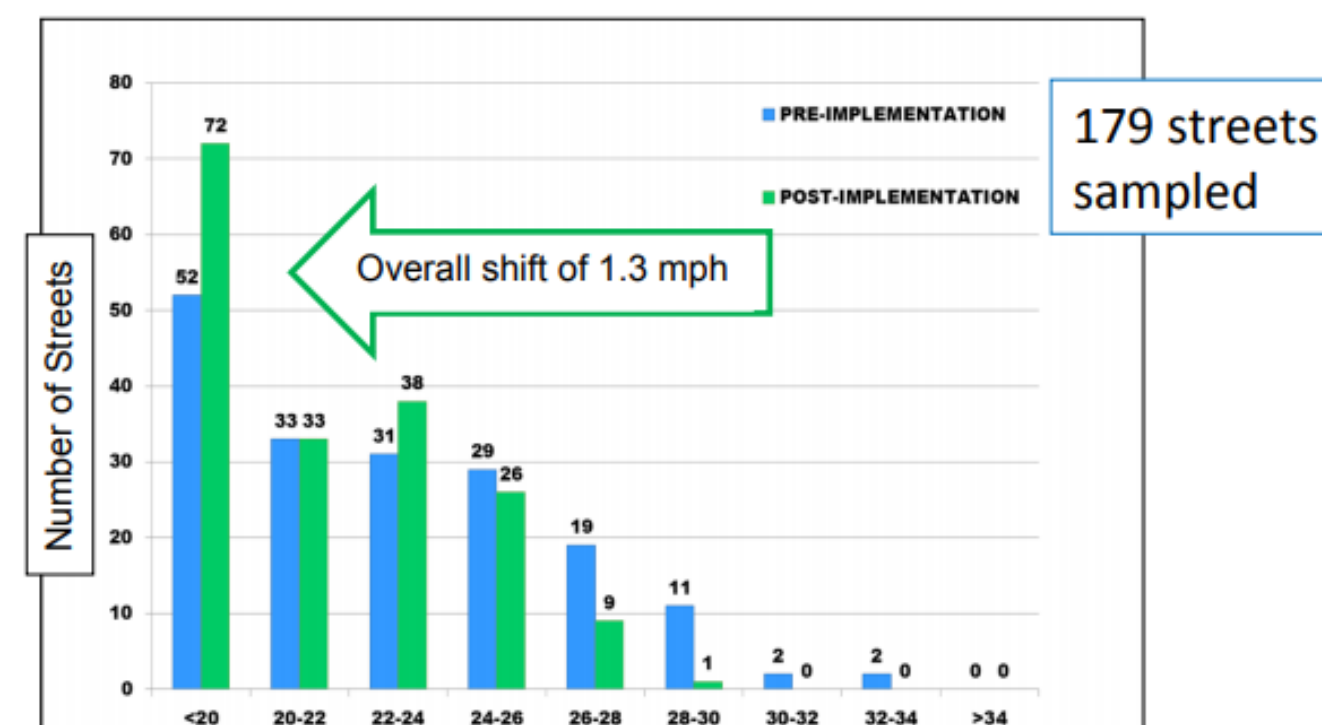
Bath and North East Somerset

To tackle the climate and ecological emergency and improve health the Council is increasing its efforts to introduce traffic management measures which encourage greater walking and cycling, especially for commuters. Reduced vehicle speeds can be an influential factor in encouraging people to walk and cycle more often and can give them greater confidence.

Police enforcement

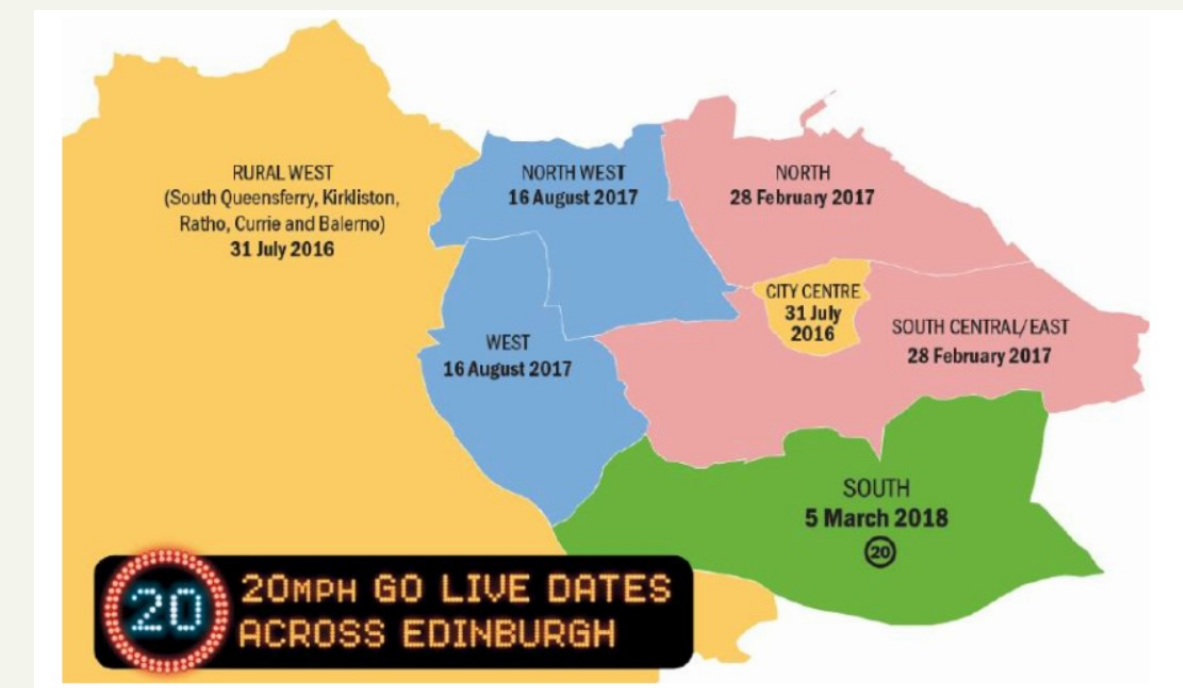
In Bath casualties fell 23% on 20mph roads, 27% on all roads £802k (2012-17). 20mph is being extended

<https://www.bathnes.gov.uk/services/streets-and-highway-maintenance/highway-improvements-traffic-management/self-service-20-mph>



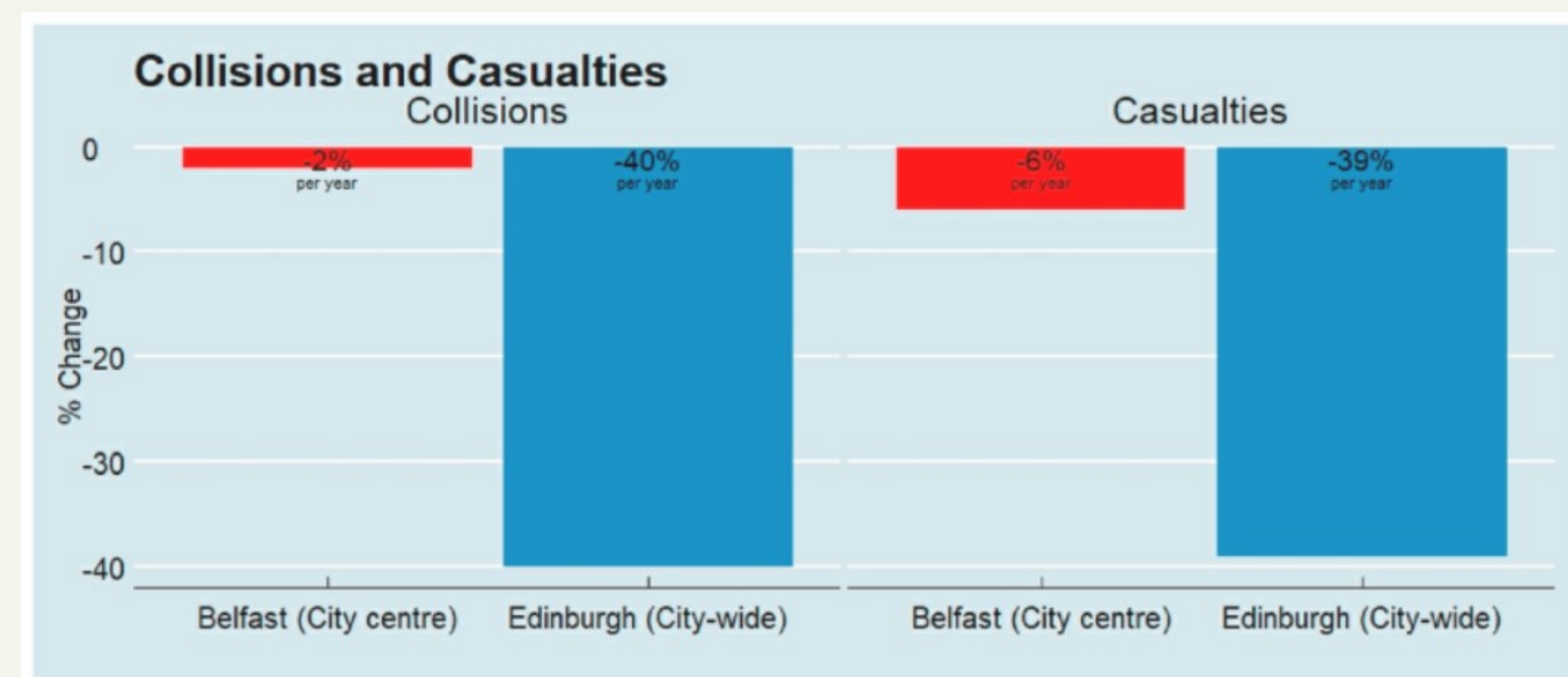
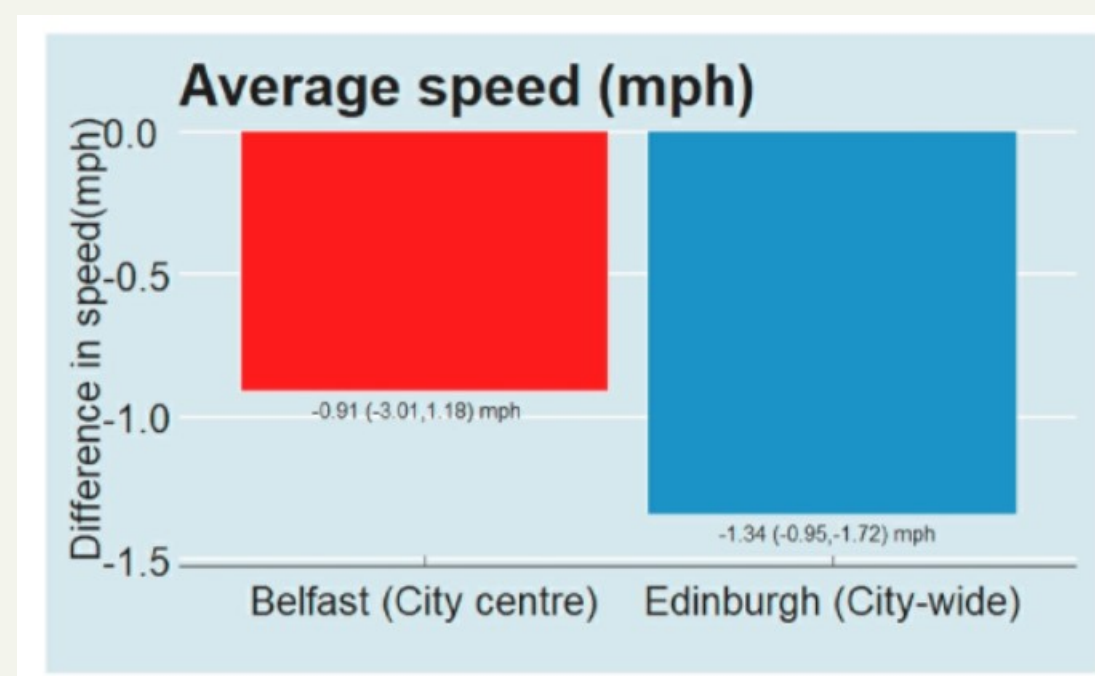
City of Edinburgh Council

In March 18 became Scotland's first city to implement city-wide 20mph limits.
Most limits introduced without calming.



Key outcomes:-

Academic review of Edinburgh (City-wide) compared to Belfast (City centre) 20mph schemes – Report provided.



5. Key considerations to maximise success

The big mistake would be to think this is about Traffic Engineering

Maximise number of driver/owners of 20mph benefits

Make it community-wide

Marketing and Engagement, Engagement, Engagement

Put into context of community benefits

Provide value based benefits to compliers

Create multi-agency collaborative team

Involve & be inclusive of all sectors, even if opposed

Bust the myths - challenge opposing views, quantify issues & turn into benefits

Create the social norm that 20 is Plenty where people live, work and shop



6. Why just Belfast, why not Northern Ireland?

Dept for Infrastructure is the sole highway authority with speed limit responsibility

If 20mph is right for Belfast then why not all NI communities

Make it community-wide across the whole NI community

Gain economies of scale in implementation, engagement, etc.

Remove need for 20mph repeater signs

Join Wales and Scotland in saying that 20's Plenty where people are

Create the social norm that 20 is Plenty throughout NI where people live, work and shop



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20's Plenty for Us can help to provide a blueprint for meeting community demand for 20mph in more places

Thank you & questions?

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