Why 20 is Plenty

Presentation to
Hertfordshire Parish/Town Councils

by
Colin Hodges & Sue Nicholls
March 2020

lockdown
… quieter roads meant people (especially families) were able to walk, run and cycle more safely
… people noticed the birds singing and connected more with the nature
Lockdown ended and the traffic returned
new 20’s Plenty Campaigns started in Hertfordshire
20’s Plenty local campaigns in Hertfordshire
Why 20mph?
Speed & Fatality Rates

SPEED AND FATALITY RATES

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Average for All Ages</th>
<th>Average for over 60s</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 mph</td>
<td>31% are killed</td>
<td>98% are killed</td>
</tr>
<tr>
<td>30 mph</td>
<td>7% are killed</td>
<td>50% are killed</td>
</tr>
<tr>
<td>20 mph</td>
<td>1% are killed</td>
<td>5% are killed</td>
</tr>
</tbody>
</table>

Data from Road Safety Web Publication 16 (DfT 2010) - Relationship between speed and risk of fatal injury - Pedestrians and Car Occupants.
WHY 20mph?

• 20mph limits massively cut toxic diesel emissions
• 40,000 people die early per year from outdoor fumes\(^1\)
  23 times more than in crashes\(^2\)
• 20mph is equivalent to taking over half the petrol cars off the road
  • Traffic noise also blights lives - 20mph halves perceived noise compared to 30mph
• We can’t see pollution, yet it affects our physical and mental health

\(^1\) Royal College of Physicians - Every breath we take
\(^2\) DfT Road Casualties 2015 report
Popularity of 20mph Speed Limits

There is strong [and growing] public support for 20mph limits. 71% of the population are in favour of 20mph speed limits in residential streets.

source: DfT National Travel Attitude Survey
Differences between Wide area 20mph limits and 20mph zones

20mph Limits - signs/markings only, no traffic calming, wider areas (where people mix with traffic)

- Comprehensive approach – whole town/city dealt with at same time – easier to explain & engage with whole communities
- eg in Portsmouth, cost around £500,000 for 1,200 residential roads

20mph Zones - with traffic calming (incl speed bumps), self-enforcing, typically small areas

- Incremental approach – results in a ‘patchwork’ of different speed limits
- Expensive - 7 x times more expensive than wide-area schemes

Both can cover a whole settlement
Wide-Area 20mph vs small-area 20mph zones

How Wide-Area 20mph plus engagement is 7 x more Cost Effective than Speed Bumps

- Small, isolated 20mph zones with bumps endorse going 10mph faster elsewhere
- Making 20mph normal for the majority of Herts in estimated at £3.3M (£3 per head) - including community engagement
- Herts Council propose a £7M budget for a few 20mph engineered zones
- In May 2022, all new car models will have Speed Limiters fitted, so bumps will become increasingly obsolete
- 20mph sees a 34dB(A) cut in noise - equivalent to halving sound heard
- Bumps INCREASE Air and Noise Pollution - due to acceleration and braking
- Bumps are very time-consuming to install
- WE WOULD PREFER TO GIVE 12,500 people in a community, signed 20mph plus education and community feedback RATHER THAN 250 people a 20mph road with bumps - for the same cost
- NICE* recommends no bumps and "smooth" driving in its air quality advice
- Making 20mph normal is 7 x better value for money than 20mph with bumps

* NHS England

Design by Ben Fildes http://www.benfildes.com | Produced by the Partnership

Not even British Adler. Just a 395.8mb file for your campaign, up to www.20mphforall.org
National & Global Support for 20mph Speed limits

The World Health Organisation and the UN General Assembly recently mandated 20mph as: “the right speed limit where people and motor vehicles mix.” (2020)

Public Health England and NICE* agree that 20mph is best practice

UK Government support for 20mph limits strengthened during Covid

updated 13 November 2020

Reducing speed limits: 20mph speed limits are being widely adopted as an appropriate speed limit for residential roads, and many through streets in built-up areas. 20mph limits alone will not be sufficient to meet the needs of active travel, but in association with other measures, reducing the speed limit can provide a more attractive and safer environment for walking and cycling.

* National Institute for Health and Care Excellence
Places with 20mph speed limits

• **21 million** people in the UK live in an area with 20mph speed limits

• Over **50%** of the largest **40** urban authorities in the UK have set default 20mph speed limits for all their streets

• The **Welsh Government** agreed to 20mph default speed limits for residential areas in **July 2020**

• **Scotland** are heading towards default 20mph speed limits
UK cities, towns & villages with a pro-20mph policy

Portsmouth
Warrington
Oxford
Faversham
Nottingham
Cambridge
Limpley Stoke
Bristol
Bath & NE Somerset
Leicester
Brighton & Hove
Lancashire
Liverpool City
Manchester
Ashwell
Norwich
Hertfordshire County Council  
Speed Management Strategy (SMS)

- The SMS requires every road in a proposed 20mph area with no humps to have an average speed of 24mph or less
- Requires expensive & unpopular engineering solutions where average speed exceeds 24mph
- Requires road speeds to be measured at their fastest point under free-flowing conditions
- Delivers a confusing patchwork of small 20mph limits surrounded by faster roads

None of this is required by the DfT Guidance (Circular 1/13)
Comparative Costs of 20mph Schemes

20mph Zones with physical calming
Street engineering Costs (HCC Oct 2013)

<table>
<thead>
<tr>
<th>Road Humps (per 400m)</th>
<th>£102,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed cushions (per 400m)</td>
<td>£74,500</td>
</tr>
<tr>
<td>Speed table</td>
<td>£61,000</td>
</tr>
<tr>
<td>Speed limit signs</td>
<td>£5,000</td>
</tr>
</tbody>
</table>

Wide Area 20mph with signs and public engagement
Wide area 20mph limits are **7 x more cost effective** than isolated zones with physical calming

One mile of a 20 mph zone = 56 miles of a wide area 20 mph speed limit
## Comparative Costs of 20mph schemes in different Local Authorities

<table>
<thead>
<tr>
<th>Authority</th>
<th>Total Cost</th>
<th>Cost per head</th>
</tr>
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<tbody>
<tr>
<td>Lancashire CC (whole county)</td>
<td>£6,000,000</td>
<td>£5.15</td>
</tr>
<tr>
<td>Cheshire West &amp; Chester</td>
<td>£800,000</td>
<td>£2.40</td>
</tr>
<tr>
<td>Oxford City</td>
<td>£300,000</td>
<td>£2.00</td>
</tr>
<tr>
<td>Cambridge City</td>
<td>£600,000</td>
<td>£4.20</td>
</tr>
<tr>
<td>Watford (just 30% of town covered)</td>
<td>£3,000,000 so far</td>
<td>£31.00 (or £100 for whole town)</td>
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</tbody>
</table>
Fatal and Serious Casualties Figures for Hertfordshire
2010-2019

2019
- 25 Fatalities
- 420 Serious Casualties
- 445 Killed/Seriously Injured

2018
- 26 Fatalities
- 418 Serious Casualties
- 444 Killed/Seriously Injured

source: DfT.gov.uk - Road Traffic Stats
20mph helps build Communities

The **number** and **quality** of our relationships largely determines our **happiness**. On slower, less traffic dominated streets, people have **more** and **closer friendships** than when traffic is intrusive.

It's that simple. 20's friendly.

Anna Semylen, National Campaign Director
20's Plenty for Us
Summary: Benefits of Wide-Area 20mph speed limits

Public health
- Encourages walking and cycling - people take precedence over traffic
- Tackles health crises - particularly obesity & heart disease

Community Cohesion
- Fair and shared use of our streets, by motorists, cyclists & pedestrians

Community Safety
- Reduces casualties by at least 20%
- Makes neighbourhoods feel safer particularly for vulnerable road users

Cost
- Much cheaper than small 20mph zones with speed bumps

Reduces Pollution
- Cleaner air and reduced noise pollution
Achievements so far …

September 2020
20’s Plenty for Herts county-wide campaign formed

November 2020
- 647-Signature Petition presented to HCC (calling for default 20mph speed limits in Hertfordshire)
- Addressed the Highways & Environment Cabinet Panel on 20mph speed limits

January 2021
- HCC announce £7m budget earmarked for 20mph schemes in Hertfordshire
- Created a 20’s Plenty for Herts Website

February 2021
Growing support for 20’s Plenty - new local campaigns formed/restarted across Herts
What Next?

- Make 20mph a key issue in the May County Council Elections
- Start a local 20's Plenty Campaign - it’s free to join email: anna.s@20splenty.org for a free pack with stickers
- Join us at 20’s Plenty for Hertfordshire
- Pass a Parish Council Resolution
- Request support from your District & County Councillor to progress the scheme
- Visit our website for more information www.20splentyforherts.org
- and the National 20’s Plenty for Us Campaign website www.20splentyforus.org
- Start a Conversation with other Parish/Town Councils