



Why 20's Plenty and Getting 20mph speed limits

Anna Semlyen, Campaign Manager

20's Plenty For Us
www.20splenty.org

@AnnaSemlyen1



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20's Plenty for Us

National voluntary organisation supporting communities who want lower speeds for residential streets. Free to join

Aim to transform how urban and village roads are shared!



20's Plenty for Us

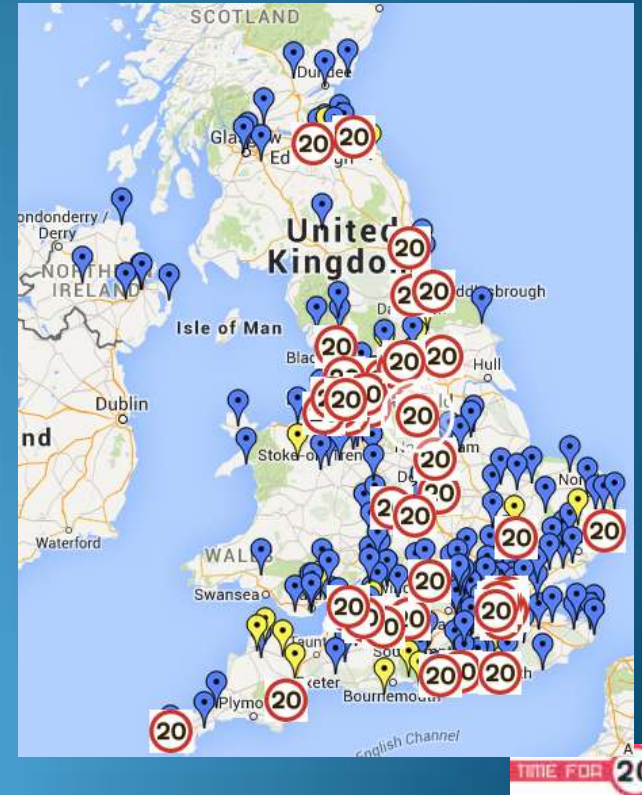
- Formed 2007
- Focus on 20mph through signage
 - **Support** local communities who want lower speed limits on their roads
 - **Lobby** central government/establishment on
 - **Influence** transport professionals on the need for lower speeds



20's Plenty for Us

- 340+ local branches - www.20splenty.org
- >15.5m now have a “Total 20” policy
(most roads are 20mph with signs)
humps add to pollution & cost

Most of largest 40 Urban authorities



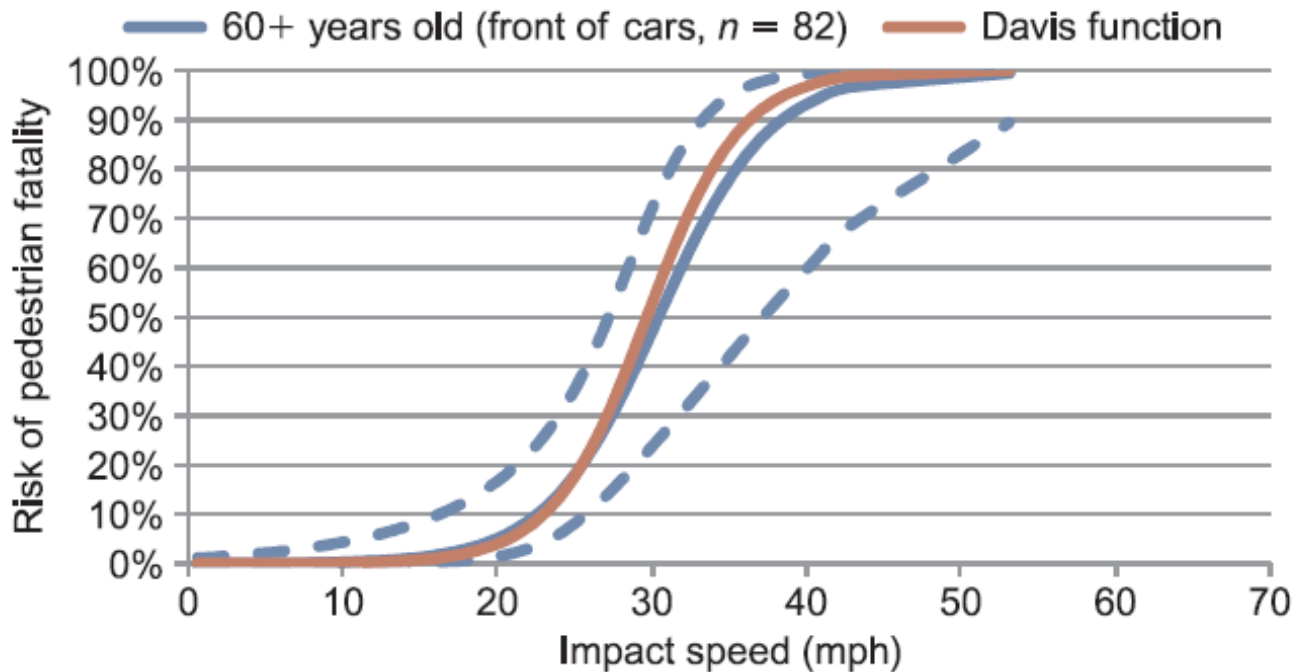
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Risk of Elderly (60+ yr old)

Fatality at 30mph = 47%

at 20mph = 5%

Figure 2.4: Risk of elderly pedestrian fatality calculated using logistic regression from Ashton and Mackay data compared with the Davis function





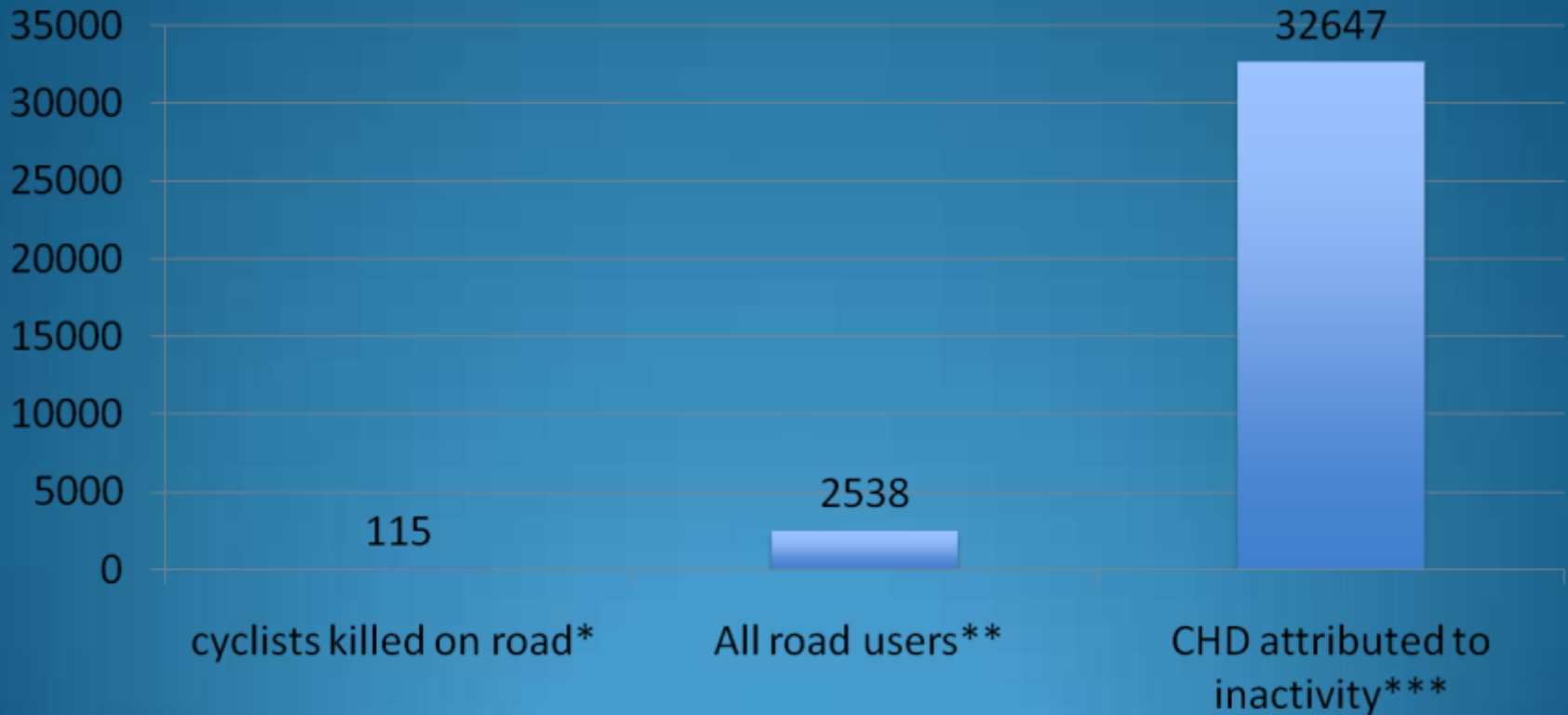
Why 20mph (not another number)?

- Children & older people's vision can't cope over 20mph
- At 20mph stopping distances are halved to 3 car lengths
- UK signs are in multiples of 10mph
- Energy = $\frac{1}{2}$ mass x velocity squared
- 22% fewer injuries



The risk of physical inactivity compared to road casualties

Deaths, 2008



Source: * **DfT Road Traffic Casualties 2009 *** BHF statistics 2010 edition; McPherson et al 2002.



20mph Limits for Public Health

- Safer
- Reduces loneliness, dementia friendly, less obesity, helps everyone
- More activity, better air quality
- Population paradox- more effective to give all a small benefit



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THE KEY POINT...

A city with 30 mph on residential roads will never be friendly to the vulnerable and will always deter physical activity



Speed becomes greed

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

20mph limits don't much affect journey times

- Constant 30mph is rare in towns
- Going fast between obstructions means more waiting at the next stop
- 20mph is better for throughput than a 30mph limit.





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Less Emissions

- 40,000 die early in UK from air pollution
- German drivers used 12% less fuel
- No 20-30mph acceleration
- Less standing traffic
- More walking /cycling
- Pollution dominated by diesel fumes
- 20mph is same as taking ½ petrol cars off road
- Humps add to emissions - so don't use humps



Drivers Want 20mph

- British Social Attitudes Survey - residential streets - 72% in favour, 11% against
- Support rises after implementation





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20mph - Better than Alternatives

- 20mph - enabler for safer driving, not anti-car
- 20mph = safety for all
- Alternatives are road closures / road pricing to tackle congestion/get drivers out of cars
- Growing cities can't provide for more car movements



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