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20's Plenty for Us

#20mphconf
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#20mphconf
20mph visions

October 20th, 2022: 12.00

“Society”

Danny Dorling, Professor of Geography, School of Geography and the Environment of the University of Oxford

Visions of a future decade as 20mph becomes the norm

20’s Plenty is one of the few campaigns that has resulted in an actual improvement in peoples’ wellbeing and life chances in the UK in the last decade

Twitter: #20mphconf
Research by the UK Transport Research Laboratory has shown that every 1mph reduction in average urban speeds can result in a 6 per cent fall in the number of casualties. It’s also been shown that you are seven times more likely to survive if you are hit by a car driving at 20mph, than if you are hit at 30mph. If a child suddenly steps in front of a car, you are much less likely to seriously injure or kill them if you keep to a 20mph limit.

We’d all like our roads to be safer, with cleaner, less polluted air.

Communities across the county are choosing to bring their local speed in built up areas down to 20mph.

See how your community can reduce to 20 mph: oxfordshire.gov.uk/20mph

#20MPH #SaferPaceSaferPlace
pic.twitter.com/EMxH5j64ae

14/02/2022, 07:39

https://service.oxfordshire.gov.uk/20mphrequest
Request a 20mph restriction

Before you start the request

☐ I represent the town or parish council for the area which requesting the 20mph restriction

☐ This request is supported by the town or parish council and the county council elected member.

☐ The area affected by the request has an existing speed limit no greater than 40mph.

☐ The area includes such features as homes, shops, businesses, schools, walking and cycling routes. It may be an area where more active travel is being promoted, where air quality could be improved or is designated as a quiet lane.

☐ The proposal is within the extents of the built-up environment of the village or town where vulnerable road users and vehicles mix in a frequent and planned manner (except where strong evidence exists that higher speeds are safe)?

Twitter: #20mphconf
20mph will help the best-off people in particular, to be more courteous.

https://twitter.com/Charlie_Hicks_/status/1570355513522810882

https://www.ons.gov.uk/peoplepopulationandcommunity/personalandhouseholdfinances/expenditure/datasets/percentageofhouseholdswithcarsbyincomegrouptenureandhouseholdcompositionukttablea47
The backlash is decreasing

Those who once targeted 20mph campaigns, now more often target cyclists or low traffic neighborhood schemes (0 mph for cars!).

A backlash was predicted in 2013. We are now approaching its tenth anniversary. This was when the RAC put out the following statement on one of its blogs (when blogging was fairly new...)

Twitter: #20mphconf
“There’s also an environmental cost. According to the Highways Agency’s figures, at 30mph average CO2 emissions for vehicles (including 10% Heavy Goods Vehicles) stands at 188g/km, whereas at 20mph this rises to 221g/km. This is usually due to motorists driving in a lower gear than they normally would.

As CO2 output is linked to fuel consumption, it could thus hurt your motoring outgoings by driving at a slower speed.

There’s no denying a collision at 20mph is less damaging to humans and your vehicle than a crash at 30, but the argument is the number of incidents will increase. If we keep awareness levels behind the wheel high, can it be as effective as reducing the speed limit?”
Prepare for the backlash against 20mph madness

Voters in Kent, Surrey and Wales won't like radically reduced speed limits. Only Kent politicians have listened so far

IAIN DALE

9 August 2022 • 7.00am

Related Topics
Motoring, Roads, Conservative Party,
Oliver Dowden

https://www.telegraph.co.uk/news/2022/08/09/prepare-backlash-against-20mph-madness/
A rather wonderful thing happened in Tonbridge in Kent a few months ago. The county council had been given £1.6 million to introduce traffic safety measures. In its infinite wisdom, it decided to use some of this money to extend an existing 20mph limit.

No, that’s not the wonderful thing that happened. In the public consultation that was held at the end of 2021, it was clear that a huge majority of Tonbridge citizens wanted to abandon the scheme. The wonderful thing was that the local council actually took notice, and almost overnight the 20mph signs disappeared – or at least some of them did. Road safety campaigners were aghast. “This decision will cost lives,” they shrieked.

I know from the multiple speed awareness courses I have been on (yes, I am a bad person) that, if you reduce a speed limit, fewer people are likely to be injured or killed. However, taken to its extreme, this is an argument for cutting speed limits to 10mph or even 5mph. Have you ever tried driving at 10mph? It’s almost impossible to do it for any length of time. And in many cars it’s not that easy to drive at 20mph.

I got two speeding tickets driving along the Embankment in London for doing 22mph and 24mph. Was I causing any danger? No I was not. Laws only work when they enjoy the consent of the public.
People understand the need for speed limits. I’m not some wide-eyed libertarian who doesn’t believe in regulating driving, but there’s little point in introducing such restrictions when drivers ignore them and pedestrians can’t predict how fast a driver will be driving.

It’s fine to put lower speed limits outside schools or old people’s homes, or even on busy shopping streets where people cross the road more often, but to impose them on a dual carriageway or main A-road is the transport equivalent of political correctness gone mad. I know transport planners have a job to do, but to constantly kow-tow to the anti-car brigade, as many local authorities have been doing without even consulting the public, is not just infuriating, it is counter-productive.

Still, however, 20mph zones are spreading. The Welsh government is abolishing 30mph limits and replacing them with 20mph zones. Surrey County Council is planning to introduce 20mph limits on some formerly 60mph rural roads.

There has been no public debate about this and precious little formal consultation, no doubt because they saw what happened in places such as Tonbridge. Local politicians in Surrey and national politicians in Wales will rue the day they introduced this mad policy.

Twitter: #20mphconf
Most motorists are careful and considerate and already drive slowly when the conditions dictate.

Selfish and immature ones don't, and the new 20 mph law will make it easier for them to be punished more severely.

Mr Dale is most famous for attacking a protester in a fit of anger, impatience and intolerance, a tantrum which earned him a police caution.

I dread to think about how he behaves on our roads.

He freely admits he has little respect for speed limits.
Cat Arwood · AUGUST 9, 2022

I desperately want this. We live on a single track rural lane down which many idiots think they can do 60. Seems people are no longer capable of judgement, so signs it is. I hope.

DF Duggan · AUGUST 9, 2022

A 20mph makes my journey to work a real pain, and it feels bizarre and unnecessary at the times I travel. But then I saw a teenager get hit by a Land Rover I was cursing for obeying the limit, and he got up and walked away (sort of).
Barrie Newton  •  AUGUST 9, 2022

Many of the posts seem to indicate that the prime purpose of 20 mph limits is to protect jaywalkers, and the ridiculous demonstration video they use at driving awareness courses supports this view.

A little more attention to the behaviour of pedestrians might be in order.

Another thought:

When schoolchildren commonly played football and hockey and the like, they naturally became adept at judging relative velocity. That seems to have gone.
The debate is moving on to other issues, but can LTN learn from the 20mph experience?

https://www.theguardian.com/world/2022/jun/09/low-traffic-neighbourhoods-report-london-ltn-schemes
It recommends that councils try to reach out better to communities ahead of future projects and seek to depoliticise the issue, with one idea being to use a different term from LTN, one not associated with the wave of schemes introduced in 2020, such as “healthy neighbourhoods” or “quiet neighbourhoods”.

The report only covers London, but has lessons for other areas given that the capital has seen the bulk of recent LTNs implemented, as well as much of the political controversy about their impact.

Data collated from 10 schemes in the report found that inside their boundaries, cycle use rose by between 31% and 172%, while car traffic fell by between 22% and 76%. There was also strong evidence they reduced road casualties.

One frequent criticism of LTNs is that they simply push car use to the periphery, to busier main roads. The study found some evidence of rising cycling numbers outside the LTNs, while car use also mainly fell slightly, although one area saw a 7% increase.

Twitter: #20mphconf
How cycling and car traffic changed in London areas where low traffic neighbourhood schemes were introduced

- Change in car traffic inside LTN
- Change in car traffic on peripheral roads
- Change in cycling inside LTN
- Change in cycling outside LTN

Guardian graphic. Source: Centre for London. Note: This data was compiled in January 2022 and has not been updated since. These are average changes and vary from street to street. No cycling data for peripheral roads was available in Newham.

Twitter: #20mphconf
‘LTNs have divided city’s rich and poor’

Josie Procter • @JosieProc - 4h
Slow hand clap to the person who set the Howard Street and Barnet bollards on fire last night. Bollards have melted to road and road is impassable in a car unless you wish to wreck your chassis. #LTN
Most variation is in the green bars (opposition). There is less variation in the blue bars (support).
To begin to sum up

What is perhaps most surprising is that there has been success at all – given where the UK now sits in the international league table on libertarian economic and social policy.

Twitter: #20mphconf
John Burn-Murdoch (2022) The Tories have become unmoored from the British people, The Financial Times, September 30th: https://ft.com/content/d5f1d564-8c08-4711-b11d-9c6c7759f2b8
I think we can be optimistic

But while there are still children and adults who are put at greater risk, simply because their local councilors are lax – there will be a job to be done.

We need policy which is:

Fair, Green, and Good.

Not Fast, Fast, and Fast.

Twitter: #20mphconf

https://www.unlockingsustainablecities.org/car-free.html
Samuel Bailey
Bug-e

#20mphconf
Beyond Road Safety

Dr Samuel Bailey

Bug-e

http://bug-e.city
Lowering maximum speeds isn’t just about reducing casualties...

• Lower speeds = lower CO2, NOx and PM emissions

• Lower maximum speeds are the enabling action needed to move our cities beyond cars...
The myth that ‘cars are more efficient at 56mph’...

...is nonsense

• Petrol engines are more efficient the closer they are to their maximum power output.

• But...
  • In urban driving, vehicles repeatedly accelerate and decelerate. It requires 2.25x the energy to accelerate to 30mph compared to 20mph.
  • It requires 2.25x the energy to push the air out of the way at 30mph than at 20mph.

• So which one wins?
Energy required at different maximum speeds
In urban driving, fuel efficiency is highest at 15-20mph top speed

https://futuretransport.info/urban-traffic-research/
And NOx and CO2 are minimised at 15-20mph

Can we see the effect on PM10 emissions?


Mats Gustafsson. Factors Influencing PM10 emissions from road pavement wear. https://www.academia.edu/30756528/Factors_influencing_PM_10_emissions_f rom_road_pavement_wear
What about the effect of 20mph limits on journey times?
What about the effect of 20mph limits on journey times?
Quick note on road safety and speed...
10mph

(simulations created using BeamNG)
15 mph
20mph
25mph
30mph
16mph (real footage)
23mph (real footage)
29mph (real footage)
31mph (real footage)
So what do Wide Area Low Speed Zones (WALZ) enable?

• Bikes
• E-scooters
• Something else.....

Introducing Low Impact Vehicles:
If I know that all vehicles are doing 20mph, I don’t need a vehicle designed to do 120mph.

- 10x less lithium, nickel and cobalt consumed during manufacture than a full sized EV.
- 10x less energy consumed during manufacture than a full sized EV
- 3x less CO2 per mile from electricity generation than a full size EV, 6x less CO2 per mile than a petrol car.

For a full discussion of future mobility options, please read [https://futuretransportresearch.medium.com/a-roadmap-for-revolutionising-urban-road-transport-4f8a3fc5f93c](https://futuretransportresearch.medium.com/a-roadmap-for-revolutionising-urban-road-transport-4f8a3fc5f93c)
• Friendlier to pedestrians, cyclists and the city
• More acceptable to have drive through your LTN.
• 4x higher parking density
• Charges from a regular extension cable.
• Increases road capacity - 2 to 2.5 times as many NEVs can cross a green light as full size vehicles.
• If we all drove a bug-e at 15mph, we’d get to work quicker than everyone driving at 30mph in full size cars...
• Share scheme available early next year.
• Pilot in Hammersmith and Fulham
• Could we bring them to Oxford?
Rod King MBE
Founder & Campaign Director
20's Plenty for Us

#20mphconf
Rod King MBE
20’s Plenty For Us

20’s nearly here
Oxford 2022
Thank you for being here

.Massive thanks to Oxfordshire County Council

..Maybe I can talk about how 20mph/30kmh will become the norm throughout the UK and elsewhere

...and I have 15 minutes and I want to leave time for questions
Some ideas!

Let’s see the progress over the last decade!

Let’s see just how much momentum has built up?

Let’s look forward to the next decade!
• Since setting up in 2007 we now have nearly 700 branches.
• 2013 changed guidance to advocate main roads at 20mph and over wide areas.
• 2016 changed guidance to simplify signage.
• In 2010 less than 1m people living in 20mph areas. In 2022 26m people in areas with or getting 20mph as norm.
• Thanks to all those influencing:
  • 10’s of thousands of campaigners
  • 20’s Plenty Team
  • Progressive politicians and officers/professionals
  • ....and Wales
...and 12 conferences hosted by councils

- 2009 Portsmouth
- 2011 Warrington
- 2012 London - Transport Museum
- 2013 Coventry
- 2014 London Borough of Camden
- 2015 Cambridge
- 2016 City of London
- 2016 Edinburgh
- 2017 Birmingham
- 2018 Cardiff
- 2019 London Borough of Waltham Forest
- 2022 Oxford
20mph - already a norm across the UK

- Highway Authorities setting 20mph for most roads
  - Majority of 40 largest urban authorities
  - Shire counties like Lancashire, Oxfordshire and Cornwall and many more
  - All Inner London Boroughs, many outer
  - Capital cities of Edinburgh and Cardiff
  - Transport for London set many arterial roads at 20mph
- Wales has set a national urban 20mph from Sept 23
- Scotland plans 20mph as urban norm by 2024
- Surrey is setting 20mph for some country lanes
- Now 26 m people (38% of UK pop) have or are planned to get 20mph - more shire counties considering
Where are we now and expected by 2024

UK population (millions) 20mph progress

- Adopted: 39m (39%)
- Expected: 7m (10%)
- Possible: 6m (9%)
- No action: 39m (42%)

- 26m - 20mph adopted
- 7m - 20mph expected
- 6m - 20mph possible
- 39m - 20mph no action
How the national 30mph limit fails to protect

In the last 10 years on 30mph roads in England, Scotland and Wales:

- 973,570 people injured on 30mph roads
- 5,572 killed on 30mph roads
- 54% were pedestrians or cyclists
- 58% of all road casualties were on 30mph streets

The 30mph limit does not provide a safe or fear-free urban environment.

The national 30mph limit is failing to meet the needs of a 21st century communities.

Increasing demand on the NHS.
... and still the denial from ministers

This from a government that:
- Has dropped any national targets on road casualties
- Has failed to implement the safety directive on ISA on new cars
- Is still fudging the issues around e-scooters
- Is flat-lining on road casualties

“Yes, but we have some of the safest roads in the world”

We say that “The government desperately needs the benefits of national 20mph urban/village default as a transformational change in personal mobility and safety as well as reducing the load on the NHS”
New research shows that 30km/h limits reduce CO₂ and NOx by 25% compared to 50km/h.
30km/h and 20mph - Key reasons

Global road fatalities of 1.4m pa

4,000 pairs of shoes equal to:

1 day’s global road fatalities
A fortnight’s UK 30mph casualties

Global Climate Emergency
Reducing emissions directly
Reducing emissions by modal shift

Global aspiration for better places
Stockholm Declaration - Resolution 11

11. Focus on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed 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 in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries;
...and globally UN endorses 30km/h

- **2017**: UN Global Road Safety Week
  - Save Lives #Slow Down

- **2020**: Stockholm Declaration 30km/h
  - where motors mix with people

- **2021**: UN Global Road Safety Week
  - Streets for Life #Love 30

- **2022**: UN 2nd Decade of action 2021-2030
  - 30km/h where motors mix with people
Casualty reductions in practice

UK authorities
- Calderdale - 30-40% fewer casualties
- Bath - 23% fewer casualties
- Cheshire West and Chester - 43% fewer casualties
- Edinburgh - 33% fewer casualties

EU locations
- Brussels - 19% reduction in fatalities
- Bilbao - 24% fewer crashes
- Helsinki - Zero fatalities
- Oslo - Zero pedestrian or cyclist fatalities
- Spain - 20% reduction in fatalities

Reducing demand on the NHS
Spain 2021 urban road casualties v 2019

- 20% reduction in all fatalities
- 17% fewer motorcycle fatalities
- 34% fewer cyclist fatalities
- 31% fewer elderly fatalities
- 26% fewer pedestrian fatalities

19th Sep Minister of the Interior, Fernando Grande-Marlaska

“To explain this significant reduction in road deaths in our cities last year, I want to remind you that on May 11, 2021, the speed limit of only 30 kilometers per hour on single-lane streets in each direction came into effect.”
Antonio Avenoso, Exec Dir ETSC said:

“The laws of physics apply equally to every EU Member State. Our suggestion that the EU should formally recommend maximum limits of 120 km/h on motorways, 80 km/h on rural roads, and 30 km/h in urban areas, is sensible and pragmatic; some of the safest countries have lower limits than those already. **There can be absolutely no justification today for default urban limits of 50 km/h where motorised traffic mixes with pedestrians and cyclists, standardised rural road limits that are way too high on countless stretches nor unlimited motorway speeds.**”
ETSC call for 30km/h - Response from EU states

- **Greece** - National Strategic Plan will include .... the establishment of a maximum speed in urban residential areas of 30 km/h.

- **Latvia** - In “areas near schools, kindergartens, et cetera”, the permitted speed limit is 30 km/h, and in residential areas – 20 km/h, adding that there is “a discussion” about reducing the general speed limit in urban areas to 30 km/h.

- **Denmark** - ...and 30 km/h urban speeds being applied in many cases

- **Netherlands** - 70% of urban roads have a maximum speed of 30 km/h, but ‘low-traffic areas’ 15 km/h. The government has commissioned a study on the design of through roads in built-up areas to help municipalities that want to move to 30 km/h limits on that part of the network.

- **Spain** - The default urban speed limit on single-carriageway roads to 30 km/h across the country - a world first.

- **Slovenia** - Carefully studying possibility of recommended limits

- **Estonia** - Results reflected in next year’s road safety strategies.

- **Luxembourg** - Encouraging 30km/h
The inescapable fact

“It is illogical for government to retain a national urban limit of 30mph and then urge all the local authorities and cities to change it to 20mph on most urban roads because the national limit is considered inappropriate!

England needs to do 20mph the Welsh Way”
To summarise on wide-area 20mph

- We know it reduces speeds - 5mph on faster roads
- We know it reduces casualties - 20-40%
- We know it reduces emissions directly and indirectly
- We know it is popular with 70-80% public support
- We know it is affordable as signs plus engagement
- How can it be delivered better and wider?
What are the political levers

- Climate emergency - The need to reduce car dependency/emissions
- Vision Zero - not credible with 30mph danger on streets
- Micro-mobility challenges - integrating motors, e-bikes, e-scooters...
- The load on the NHS from casualties, results of inactive lifestyles
- Liveability - why can’t my children walk to school
- How can we pull the necessary levers?
What can you do in your council?

- Recognise that your general 30mph limit is not working
- Understand how speed reduction is an essential part of Climate Emergency, Vision Zero, Public Health
- Look towards a population-wide value based change in speed limits
- Work with campaigners and 20’s Plenty to develop your 20mph plans
- Implement 20mph as a default across your communities on the basis of the Stockholm Declaration - 20mph unless proven safe
What can you do in the media?

There is no “War on the motorist”

Recognise that whilst motors do have benefits, their misuse and over-dependence has huge societal dis-benefits

Change is coming in so many ways. Be the good that really helps society deal with that change and enables it to beneficially happen.
What can you do in government?

Evidence is already here. You don’t need to wait till 2025 to see the outcomes from Wales and Scotland. And Wales has already written the “How to..” guide.

Recognise the wide societal benefits from 20mph limits as a norm

Commit to 20mph becoming the national norm, whilst recognizing it will take time

Create a Welsh style 20mph Task Group to work out all the issues and understand how it can be done.

As an interim allow Highway Authorities to set a 20mph norm in a town/village via TROs but putting repeater signs on the 30mph roads that are excepted.
A final comment from UN Global Road Safety Week

STREETS FOR HEALTH. STREETS FOR CLIMATE. STREETS FOR PEOPLE. WE MUST ACT TOGETHER FOR #STREETSFORLIFE
Thank you for listening

If we can help you in any way then please contact us.

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20’s Plenty – the new norm

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