



20's Plenty – the new norm

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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 just how much momentum has built up?

Let's see the progress over the last decade!

Let's look forward to the next decade!



Where we have come from



- 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



Rod King MBE
Founder



Anna Semlyen
Campaigns



Adrian Berendt
South East



Jeremy Leach
London



Sue Nicholls
Media Co-Ordinator



...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

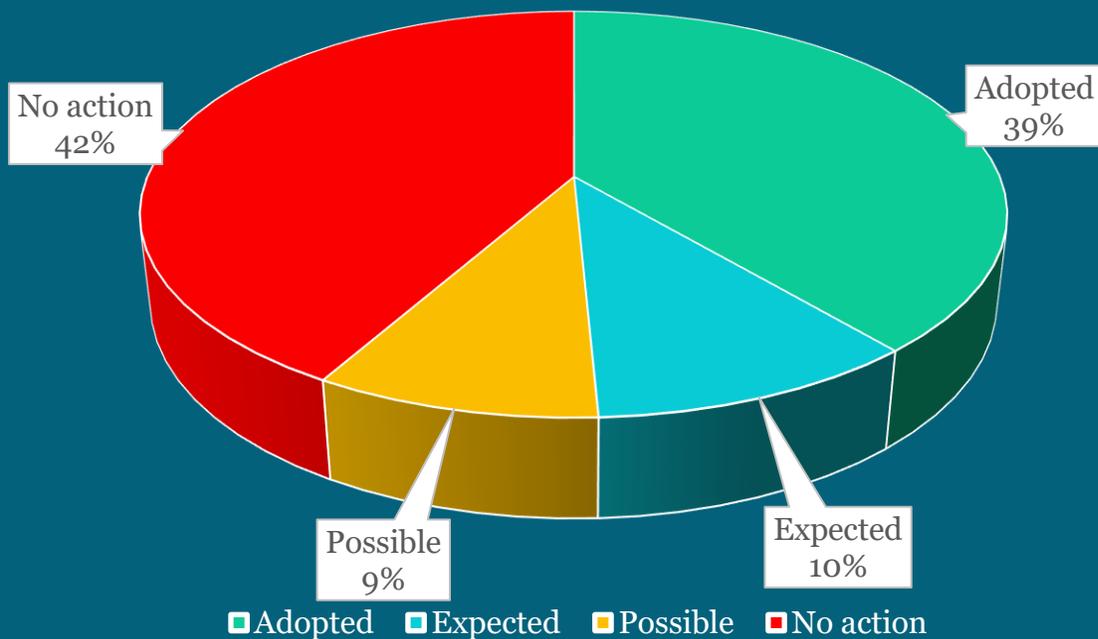
- Highway Authorities setting 20mph for most roads
 - Majority of 40 largest urban authorities
 - Shire counties like Lancashire, Oxfordshire and Cornwall and many more
 - All Inner London Boroughs, many outer
 - Capital cities of Edinburgh and Cardiff
 - Transport for London set many arterial roads 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



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

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



5,572 killed on 30mph roads
54% were pedestrians

Increasing demand on the NHS

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



58% of all road casualties were on 30mph streets



... and still the denial from ministers

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

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

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”



Its physics and biology in any language

Gravedad de las lesiones en atropellos a peatones



New research shows that 30km/h limits reduce CO₂ and NO_x by 25% compared to 50km/h





30km/h and 20mph - Key reasons

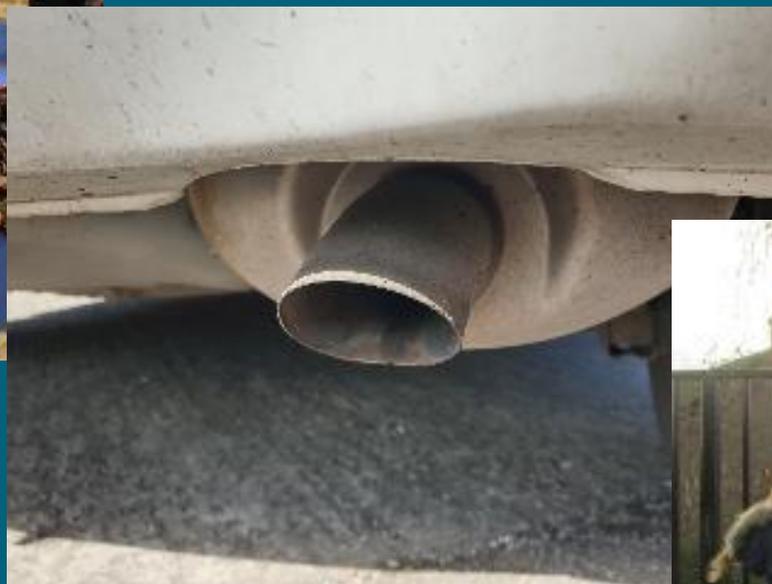


Global road fatalities of 1.4m pa

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



3RD GLOBAL MINISTERIAL CONFERENCE ON ROAD SAFETY

ACHIEVING
GLOBAL GOALS 2030
STOCKHOLM
19-20 FEB 2020

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

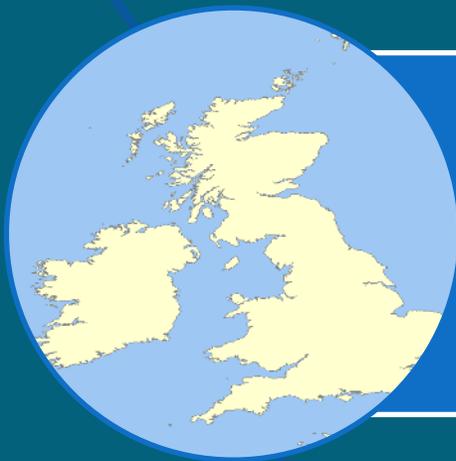


2022

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-carriage 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



unroadsafetyweek.org





Thank you for listening

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

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