

20's Plenty

Webinar 15.11.22

50+ attendees

20's plenty a charity. A pressure group really. Website <https://www.20splenty.org/>

600 groups nationally

6th floor fall =40mph

3rd floor fall =30 mph

1st floor fall = 20 mph

Evidence from areas where 20mph speed limit shows reduction in accidents. Each 1 mph reduction in av spd reduces accidents (didn't catch the average reduction, but it might have been 6%)

Edinburgh became Scotland's first 20mph city in 2018, when 20mph speed limits were extended to cover 85% of the Capital's streets. Since then, monitoring has shown a continued drop in speeds, as well as a 30% reduction in road casualties

The presenter said Belfast had seen a similar result to Edinburgh, but after looking online after the webinar it would seem Belfast surveys (smaller than others) are at odds with other research.

One of the presenters explained how he supported 20 mph speed limit after conducting a risk assessment for his PC's children's play area and realised the biggest risk to the kids was, by far, crossing the road to get to it or go home.

Cars are bigger, heavier, more comfortable, much easier to drive faster on all road types.

Are cars, and the people in them, driving through a community more important than the people living in the community?

At 20mph there is less noise, less exhaust, less tyre wear (apparently tyres cause significant particulate pollution).

At present there are a lot of hurdles to get over before a 20 mph speed limit can be implemented. This charity wants to make a 20 mph speed limit the default limit for any roads where there is a mix of people and cars. 30 mph would be the exception for special circumstances. This will be the case in Wales Sep 23.

Evidence from Scotland shows drivers in a 20 mph zone are less aggressive and more courteous

The charity would like every PC to vote in favour of a 20 mph speed limit in their parish and submit a request to ECC. ECC have launched 'Vision Zero'. Charity maintains it will be impossible to achieve this vision zero without widespread 20 mph speed limits. If widespread support from parishes 20 mph could be the default limit, and this would mean drivers (eventually?) will get used to it.

Charity is suggesting when a 20 mph zone established, just change the signage, not all the hard engineering that is required at present (speed bumps, chicanes etc). Signage cost £100s, the hard engineering start cost is £125k!

There were several concerns expressed by attendees about how on earth 20 mph can be enforced, when (as in BN) the 30 mph limit is already treated with disdain. Interestingly, the presenters felt this was a ridiculous argument. Firstly, evidence shows that putting up a 20 mph sign, with no enforcement, reduces average speed by 3 to 4 mph if the av spd around 25 mph. In areas of higher av spd (such as BN) the reductions are greater. He quoted a 29 mph av spd reducing by 4 to 5 mph. This reduction is explained by what was labelled the 'moral' spd limit. People may allow themselves to drive, say, at 35 in a 30 limit, but not 40 or faster.

One of the attendees, who seemed to know about enforcement, said Essex Police would not take enforcement action on people breaking a 20 limit. No idea how true that is, but apparently special constables can.

Apparently local communities generally seem to support a 20 limit in their town/village. Typically 60 to 80% support. One attendee suggested these supporters probably would not support the same limits in neighbouring towns and villages as it would impact their journeys!

Important to get the design right. Not so good going from a 40 limit straight to a 20.

Research has shown that 20 limits have virtually no impact on journey times. Congestion is the decider on that – and traffic lights, junctions etc.

Suggest PCs to work with neighbouring councils – and plenty of communication to the public (especially if the PC vote to have a 20 limit). At present a vote for a 20 limit would go nowhere!