



for 20mph Speed Limits in Hertfordshire

20's Plenty Where People Are

20's Plenty campaign for 20mph to become the default speed limit on residential and urban streets. Over 20 million people in the UK live in authorities which already have or are adopting this policy



@20sherts #ActOn20mph

www.20splenty.org www.20splentyforherts.org



Get your free zoom link for a **Election Candidates Zoom Presentation and Q & A**

presented by
20's Plenty for Hertfordshire

Wednesday 7th April 2021, 5pm

Vote for £3.3M on wide area 20mph limits for
Herts not £7M on humps on a few streets

Election Candidates and Voters welcome

**Road Safety is a key election issue in the May 2021
County Council and Police and Crime Commissioner Elections**

**Join us to learn why Hertfordshire has been so slow to adopt
wide area 20mph limits and how this election provides an
opportunity to vote for change**

**Please register for the link and access to the YouTube
recording at:**

herts@20splentyforus.org.uk

Presented by Anna Semlyen

National Campaign Manager, 20's Plenty for Us

anna.s@20splenty.org



#ActOn20mph / Vote for 20mph @AnnaSemlyen1



... Lockdowns have meant quieter roads and more people (especially families) able to walk, run and cycle more safely



... people have noticed the birds singing and connected more with nature



Yet when lockdown lifts
traffic returns





20's Plenty for is a non-political organisation

We support all those who support
our call for wide area 20mph

Who Supports 20mph as Normal?

20mph is considered as Best Practice and widely supported by

- The UK Government
- World Health Organisation
- United Nations
- Public Health England

21 million people in the UK live areas with 20mph speed limits



20mph is the sole theme of
UN Global Road Safety Week - May 17-23

calling on legislators for default 20mph limits



"We all need to realise that speed limits should be set not according to the width of the road, but the presence of people.

It's why 20's Plenty for Us, like the United Nations, World Health Organisation and so many organisations are calling for default 30kmh and 20mph urban/village speed limits."

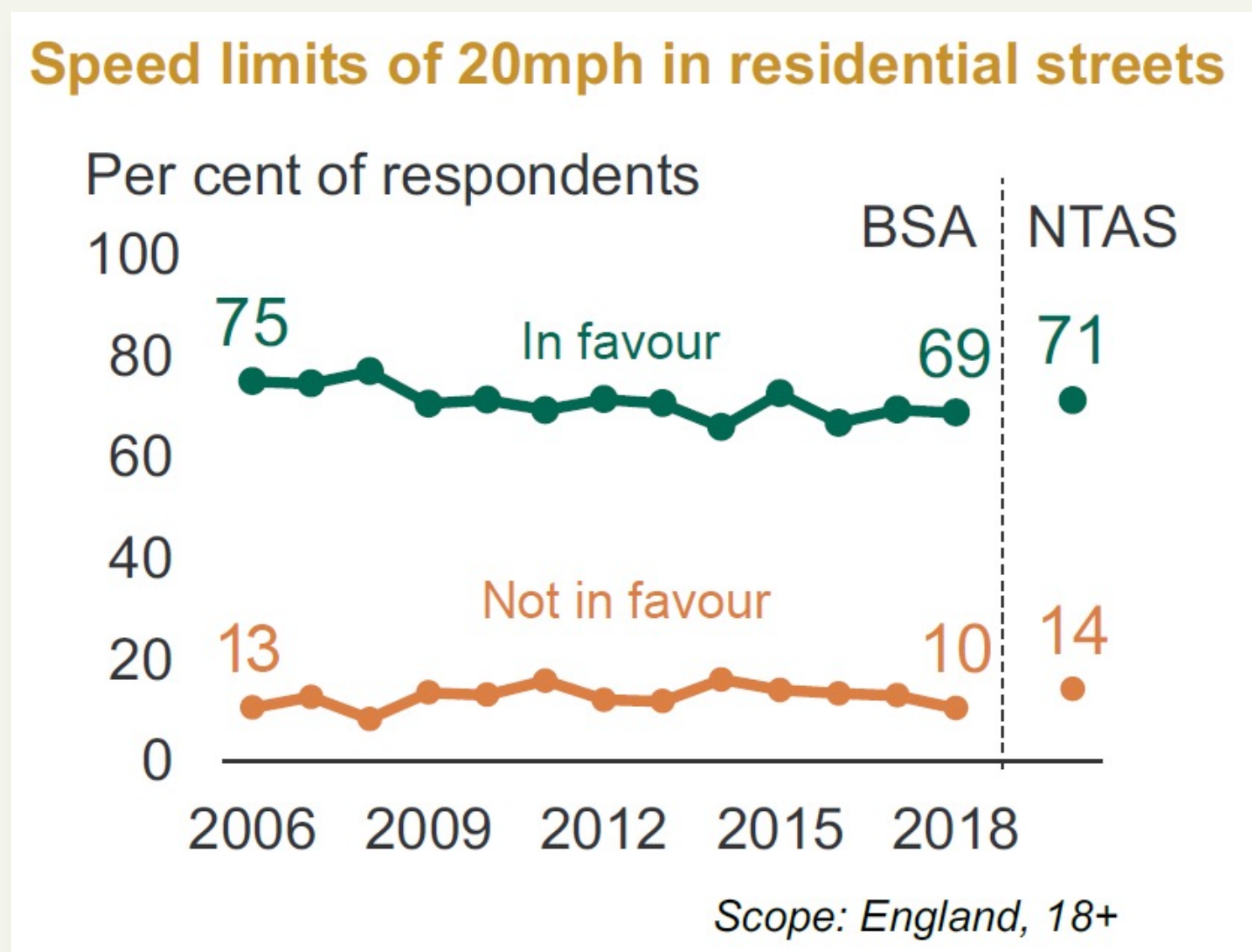
Rod King (MBE), Founder and Director, 20's Plenty for Us



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

Why 20mph?

Speed & Fatality Rates

SPEED AND FATALITY RATES

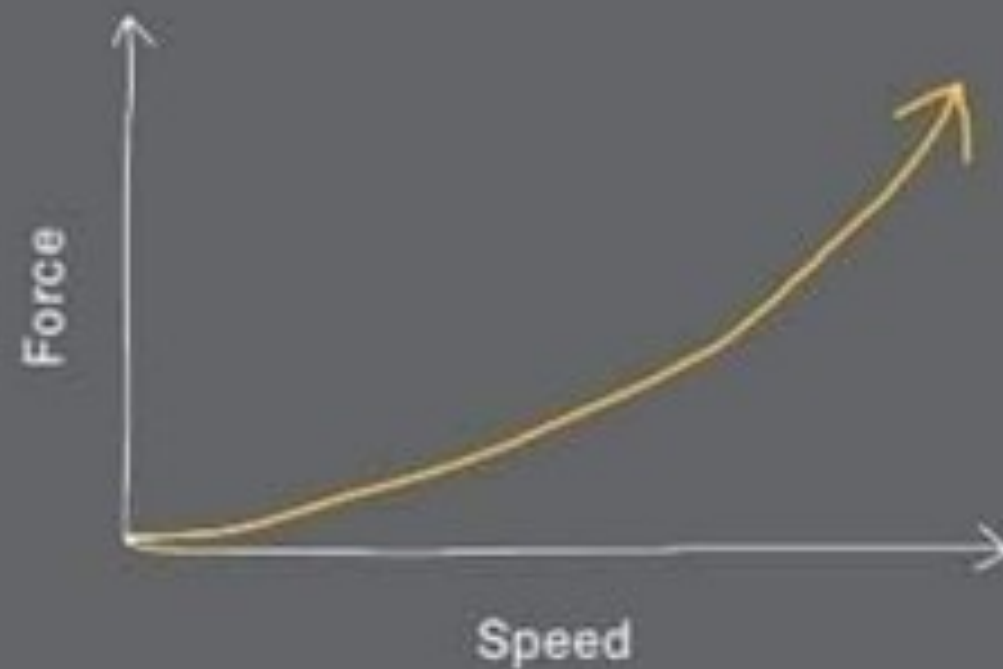
		<u>Average for All Ages</u>	<u>Average for over 60s</u>
	40mph	31% are killed	98% are killed
	30mph	7% are killed	50% are killed
	20mph	1% are killed	5% are killed

Data from Road Safety Web Publication 16 (DoT 2010) -
Relationship between speed and risk of fatal injury - Pedestrians and Car Occupants

How Speed Kills

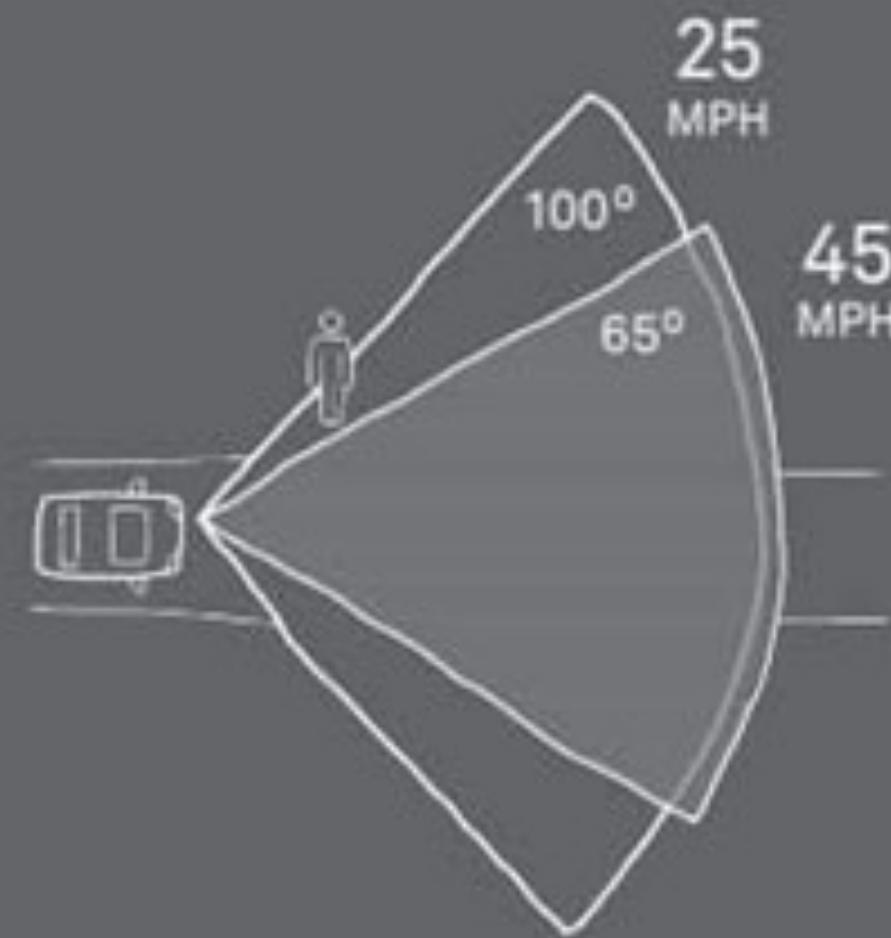
1

Crashes at higher speeds are more **forceful** and thus more likely to be fatal



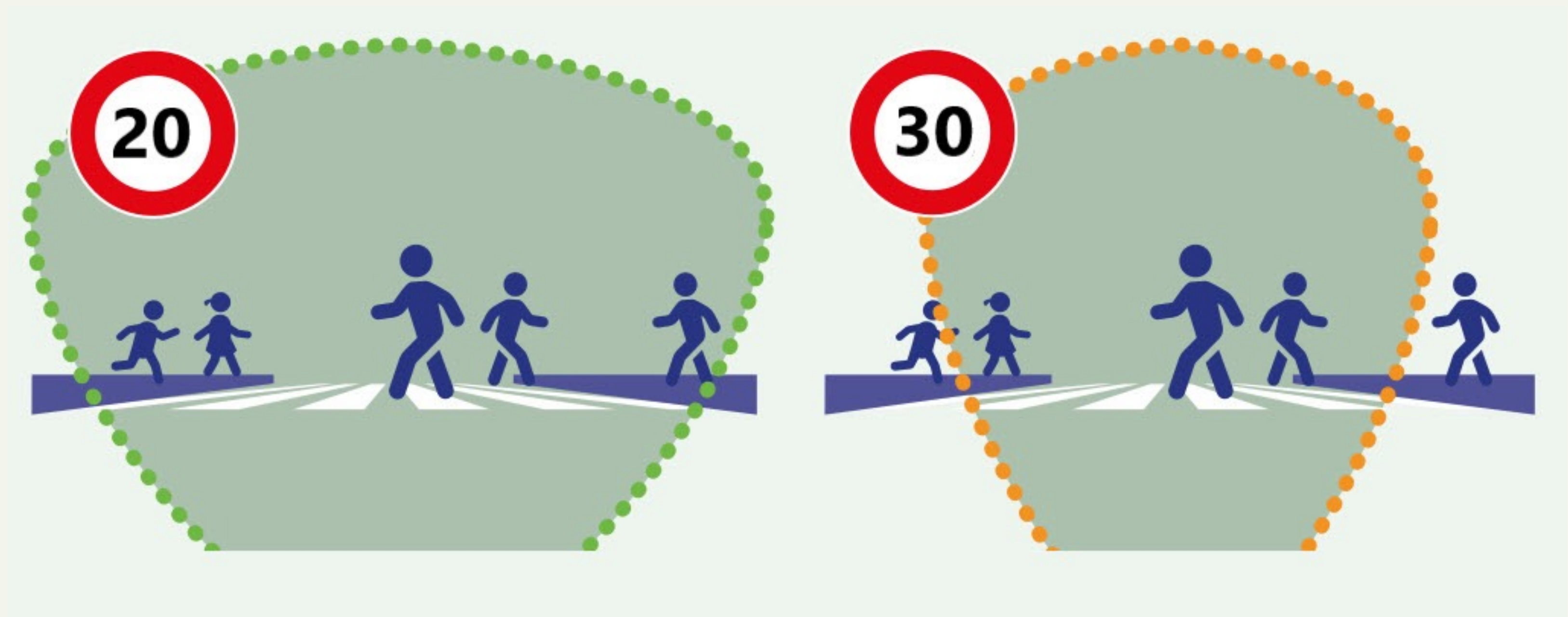
2

Drivers traveling at higher speeds have a **narrower field of vision**



20's Plenty for Us
...making your place a better place to be
Hertfordshire

The field of vision to observe pedestrians at 20mph and 30mph



3

Drivers traveling at higher speeds **travel further** before they can react



4

Vehicles traveling at higher speeds have **longer braking distances**



20
MPH



63 ft



30
MPH



119 ft

40
MPH



164 ft

thinking

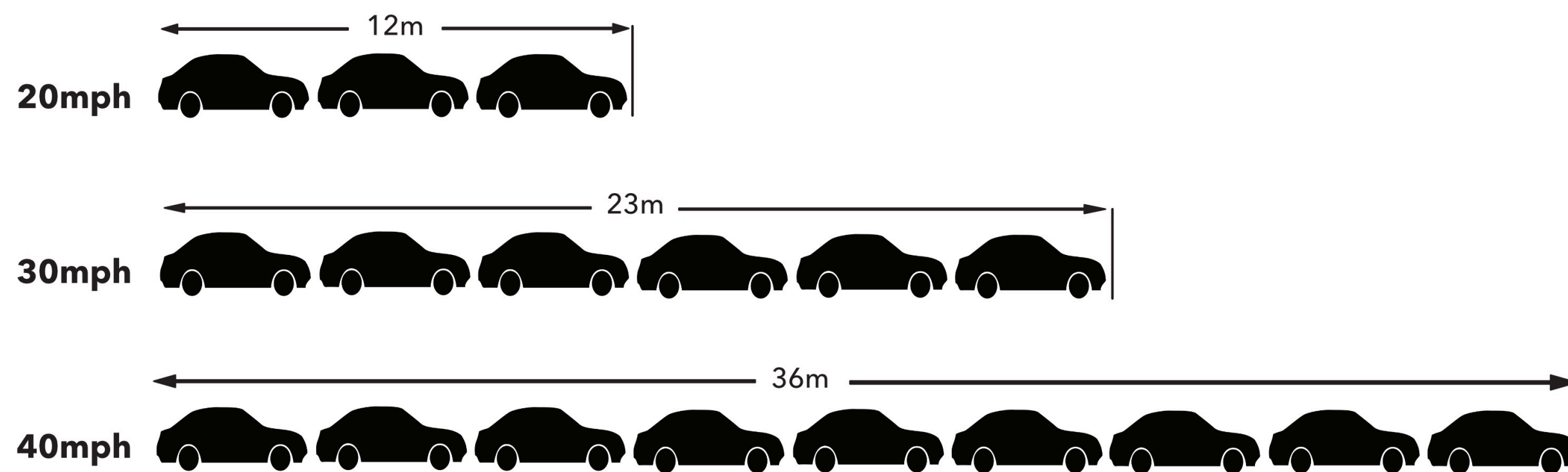
braking



20's Plenty for Us
...making your place a better place to be
Hertfordshire



Do you know your Stopping Distances?



Data Source: The Highway code

Design: Sue Nicholls, 20's Plenty Buntingford

Thinking Distance + Braking Distance = Stopping Distance



6th floor fall



3rd floor fall



1st floor fall

Why 20mph?

Air & Noise Pollution

WHY 20mph?

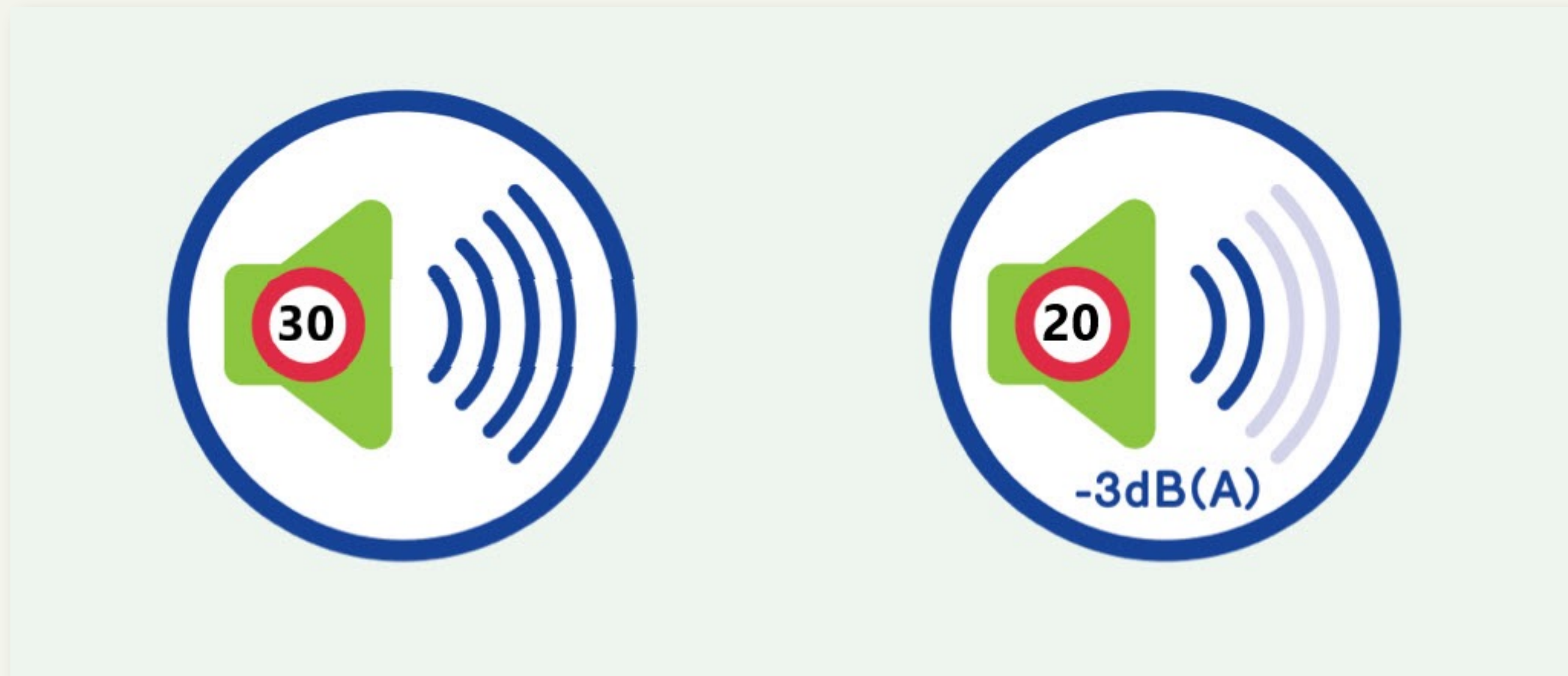
- 20mph limits massively cut toxic diesel emissions
- 40,000 people die early per year from outdoor fumes^[1]
23 times more than in crashes^[2]
- 20mph is equivalent to taking over half the petrol cars off the road
 - Traffic noise also blights lives -
20mph halves perceived noise compared to 30mph
-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

¹ Royal College of Physicians - Every breath we take

² DoT Road Casualties 2015 report



How vehicle noise decreases between 30mph and 20mph.
A 3db decrease is equivalent to halving noise



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

*National Institute for Health and Care Excellence

UK Government support for 20mph limits strengthened during Covid

**Traffic Management Act 2004:
network management in response to COVID-19 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.



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**

Some UK cities, towns & villages with a pro-20mph policy

Portsmouth

Cambridge

Lancashire

Warrington

Bristol

Liverpool City

Oxford

Ashwell

Bath & NE Somerset

Faversham

York

Leicester

Nottingham

Manchester

Brighton & Hove

Norwich



20's Plenty for Us
...making your place a better place to be
Hertfordshire

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 Semlyen, National Campaign Director
20's Plenty for Us





20's Plenty for Us

...making your place a better place to be

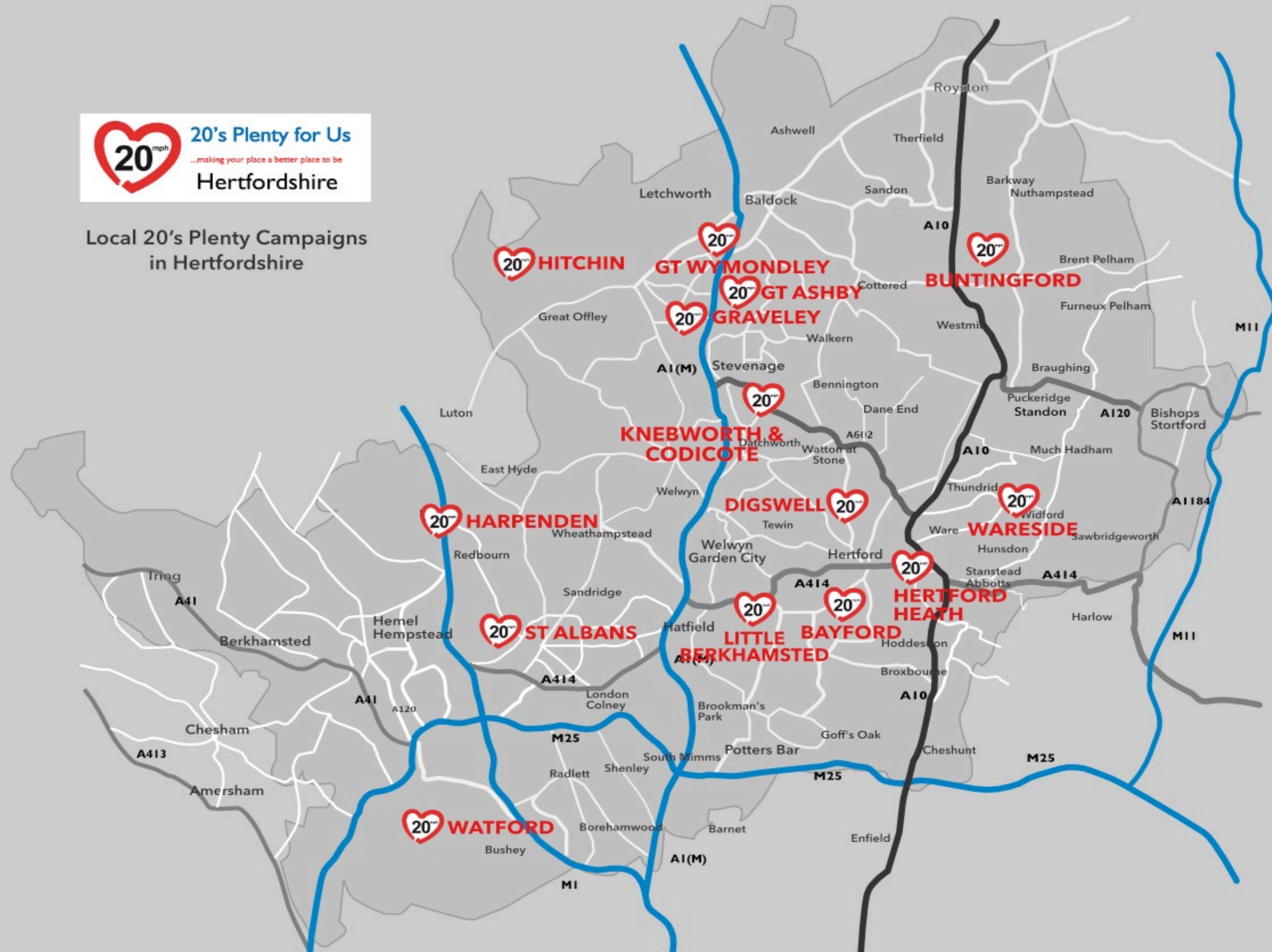
Hertfordshire

There are now 14 local
20's Plenty Campaigns in Hertfordshire
and a County-Wide
20's Plenty for Herts Campaign

Local Herts Campaigns



Local 20's Plenty Campaigns
in Hertfordshire





Only a BIG step change in safety can be expected to have a big enough impact in persuading people to walk & cycle more

That step change is to make most roads 20mph



Herts County Council have allocated **£7million** to 20mph zone schemes that are:

- Tiny, hard to qualify for
- Overly-engineered - with speed bumps and chicanes
- Not good value for money
- Won't make a difference to road safety

20's Plenty for Herts are campaigning for a default 20mph speed limit policy costing **£3 per head** - **£3.3 million for the whole of Hertfordshire**

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



Humps for
1/2 mile

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



20's Plenty for Us
...making your place a better place to be
Hertfordshire



Speed Management Strategy

November 2020

The Speed Management Strategy (SMS) sets out the strategy and process for setting speed limits in Hertfordshire.

IT CLAIMS TO:

"... recognise the importance of encouraging Active Travel (cycling and walking) in our towns and villages and the strong public desire for implementing 20mph speed limits over wider areas."

BUT

The SMS states that **EXISTING AVERAGE SPEEDS** should be used as basis for determining speed limits.

Department of Transport Guidance lists 7 factors to consider - including Composition of Road Users, History of Collisions and the Environment.

It is because traffic is going too quickly that it needs to be slowed down.



Speed Management Strategy

November 2020

IT STIPULATES THAT:

Every road in 20mph areas must demonstrate speed compliance.
Roads with an existing mean speed of more than 24mph are not compliant.

This is why Hertfordshire has a patchwork of micro 20mph zones.

National Guidelines instead recommends consideration of average speeds over a number of roads.

IT SAYS:

If existing speeds – on any road - are above 24mph the creation of a 20mph area is likely to require traffic calming and/or technological measure.

This is a Hertfordshire-only requirement. Engineered traffic calming (eg speed bumps) is expensive, slow and unpopular. Evidence shows that creation of 20mph areas (with effective signage and public engagement) by itself slows traffic.



Speed Management Strategy

November 2020

It says:

Speed data should be collected on fastest section of road in free flowing conditions.

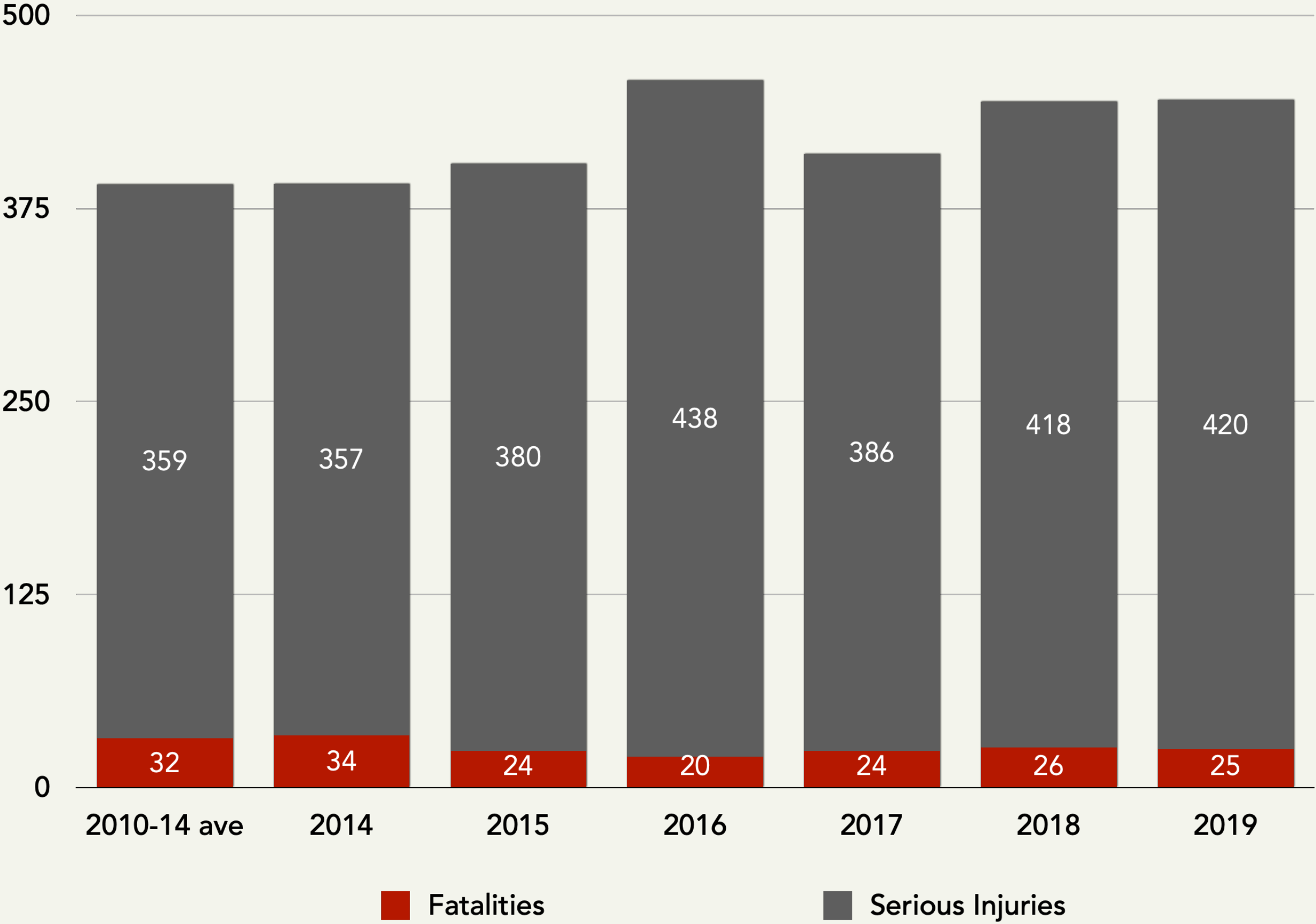
Why? Herts only requirement. Anyone would think that HCC oppose the creation of 20mph areas.

It says:

20mph areas should be self-enforcing with little or no police enforcement

Police enforcement does not distinguish between 20mph and 30mph speed limits. In other locations [Avon & Somerset and London] the police have played an important role in helping to enforce new 20mph areas.

Fatal and Serious Casualties Figures for Hertfordshire 2010-2019



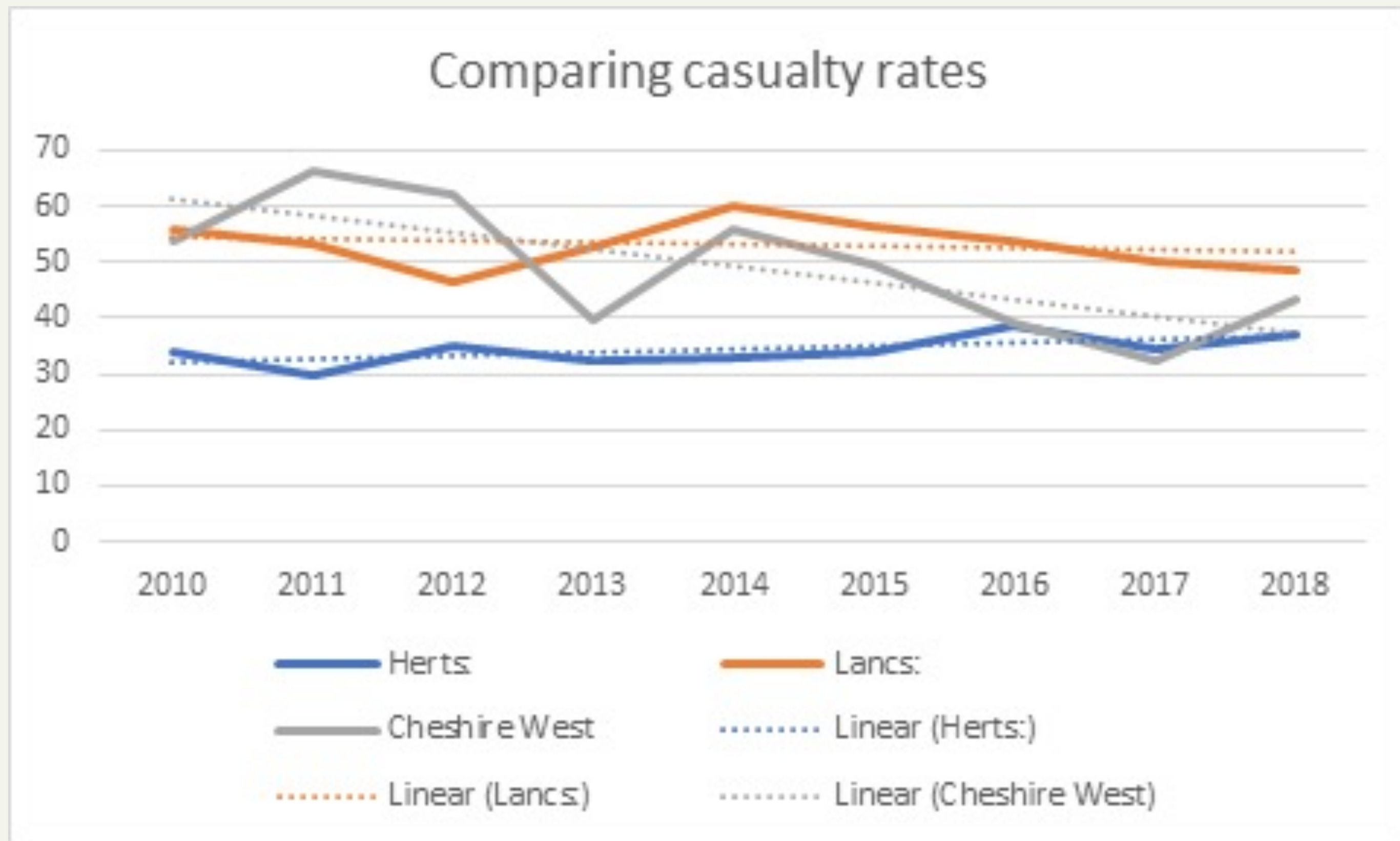
2019	
25	Fatalities
420	Serious Casualties
445	Killed/Seriously Injured
2018	
26	Fatalities
418	Serious Casualties
444	Killed/Seriously Injured

source: [DfT.gov.uk](https://www.gov.uk/government/statistics/road-traffic-casualties) - Road Traffic Stats

Comparison of Casualty Rates

Hertfordshire, Cheshire West, Lancashire

2010-2018



Comparative Costs of 20mph Schemes



20mph Zones with physical calming

Street engineering Costs (HCC Oct 2013)

Road Humps (per 400m)	£102,000
Speed cushions (per 400m)	£74,500
Speed table	£61,000
Speed limit signs	£5,000



Wide Area 20mph with signs and public engagement

Wide area 20mph limits are **7 x more cost effective** than isolated zones with physical calming. 1 km = £1,100

£250 per sign or £3 per head

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

Authority	Total Cost	Cost per head
Lancashire CC (whole county)	£6,000,000	£5.15
Cheshire West & Chester	£800,000	£2.40
Oxford City	£300,000	£2.00
Cambridge City	£600,000	£4.20
Watford (just 30% of town covered)	<u>£3,000,000 so far</u>	<u>£31.00</u> (or £100 for whole town)

Wide-Area 20mph vs small-area 20mph zones



20's Plenty for Us
...making your place a better place to be
Hertfordshire

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



Small, isolated 20mph zones with bumps endorses going 10mph faster elsewhere



Making 20mph normal for the majority of Herts is 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 **3dB(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

For more information about the 20's Plenty for Herts campaign visit www.20splentyforherts.org

Setting a 20mph limit allows other low cost interventions

Increase visibility of
Vulnerable Road Users

Enforcement

Stagger On-Street Parking

Add planters & other furniture
to the road side
- *Make it look like a people place* -

Paint additional 20mph
Roundels on the road

Speed Indicator
Devices

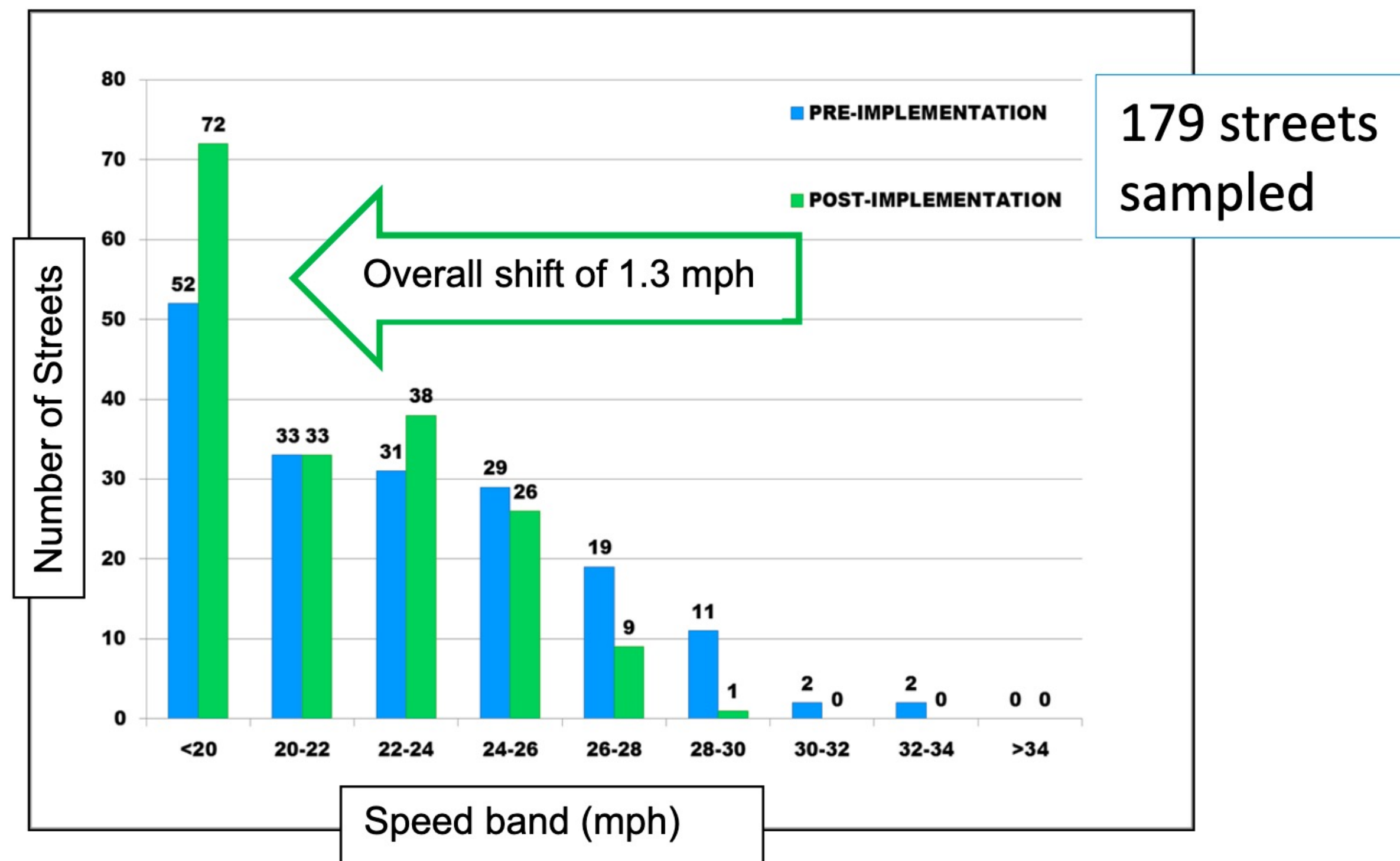
Install an on-Road Cycle Lane

Banners on lamp posts to communicate
the message of making it a better
place through lower speeds

Use paint for road narrowing
- including removal of central white line in
road (reduces speeds up to 4mph).

Changes in Average Traffic Speed in Bath & North East Somerset

*Speed measurements taken before and after the implementation
of a 20mph speed limit on 1500 streets*





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

Cost

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

Community Safety

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

Reduces Pollution

- ▶ Cleaner air and reduced noise pollution



20's Plenty for Us
...making your place a better place to be
Hertfordshire

20's Plenty for Herts 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
- Buntingford Town Council agree recommendation for a town-wide maximum speed limit of 20mph.



January 2021

- HCC announce £7m budget earmarked for 20mph schemes in Hertfordshire – but not the type we want. Its for zones with engineering, not limits. There is money!
- Created a 20's Plenty for Herts Website (www.20splentyforherts.org)



Growing February 2021

- Support for 20's Plenty - new local campaigns formed/restarted across Herts
- St Albans District Council agree a motion to prioritise 20mph speed limits across the district.



March/April

- Pre-Election Zoom Presentations on 20mph speed limits for Stevenage & Election Candidates
- 20's Plenty for Herts Poster Pledge launched



I SUPPORT

20mph speed limits
where people are

**Make 20mph
Normal
in Hertfordshire**

#ActOn20mph

20's Plenty for Us

...making your place a better place to be

Hertfordshire

www.20splentyforherts.org herts@20splentyforus.org.uk

www.20splenty.org

What Can Candidates Do?

- Make 20mph a key issue in the May County Council and Police and Crime Commissioner Elections
- Make your policy on 20mph Speed Limits clear to voters
- Show support by joining our 20's Plenty for Herts Photo Pledge





What Can Voters Do?



- Choose who you vote for based on their 20mph policies
- Write to your local Borough/County Council Candidate to ask what their position is on 20mph Speed limits
- Visit our website www.20splentyforherts.org and the National 20's Plenty for Us Campaign website www.20splentyforus.org for further info
- Follow us on Twitter - @20sHerts - to see which candidates takes the 20's Plenty Pledge
- Get involved/start a local 20's Plenty Campaign where you live. To join email: anna.s@20splenty.org for a free pack with stickers
- For further info contact herts@20splentyforus.org.uk