

30kmh – A developing standard for liveable and **safe urban and village streets**



# Rod King MBE

## 20's Plenty For Us





# Some ideas!

How do speed limits question our values, rights and justice?

How do we share equitably and safely the public spaces between buildings that we call streets?

How can we influence politicians to “do the right



30km/h - a developing global standard



Why 30km/h



Experience from UK 20mph limits



Time for questions



# 20's Plenty for Us

National UK voluntary organisation supporting communities who want lower speeds for residential streets

We want to transform the way our urban and village roads are shared!



# Formed in 2007...and now

- 380 local 20's Plenty and Love 30 campaigns in communities in UK and now abroad
- 25% of population living in towns in UK who now have a "Total 20" policy.
- Moving lower speeds into the "mainstream" of transport planning and urban development.
- We are acknowledging being a catalyst for change



**20mph limit 'vital for walking**

Local Authorities are being pressed to make 20mph the default speed limit across residential roads in order to save lives and make streets more pleasant for walking and cycling.





# The global perspective

## World Health Organization

- 4th UN Global Road Safety Week, May 2017, WHO has focussed on **vehicle speed as the major factor in most collisions.**
- *“A safe speed on roads with possible conflicts between cars and pedestrians, cyclists or other vulnerable road users is 30 km/h (see Table 2). To achieve these safe speeds, local authorities should have the legislative power to reduce limits as needed to better protect all who use the roads. In addition, drivers should be informed of limits through **sign-posting the legal speed limit on roads and rigorously enforcing the law.**”*



# 20's Plenty for Us

...making your place a better place to be

[www.unroadsafetyweek.org](http://www.unroadsafetyweek.org)



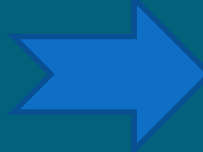
## 20's Plenty for Us

Working with UN and WHO to






### Save Lives

### #SlowDown



### SLOW DOWN DAYS

A Toolkit for Organizers



### Save Lives

### #SlowDown





1,000 Slow Down Day Campaigns across the world



Ireland





# Places implementing 30kmh limits for most urban roads

- 25% of UK local authorities
  - 50% of largest 40 urban authorities
  - 80% of Inner London
  - Most iconic cities - Oxford, Cambridge, Edinburgh, Bristol...
- Netherlands
- France - Paris (by 2020), Grenoble, most villages
- Spain
- Sweden
- Norway
- Germany
- Denmark
- Italy
- Switzerland, USA, Canada,..





# Why set 30km/h limits

- Reduced road danger
  - In the 12m distance a 30km/h vehicle can stop a 50km/h vehicle is still doing 38km/h
  - 4% reduction in casualties for 1km/h drop in ave speed
- Reduced emissions
  - Less aggressive driving reduces acceleration and braking (UK DfT)
  - Accelerating to 50km/h requires 2.8 x energy to accelerate to 30km/h
  - Imperial College found 8% reduction in diesel Nox/PM10
- Reduced Noise
- The foundation for ACTIVE TRAVEL (Walking/cycling)
  - Reducing obesity - increasing health



# THE KEY POINT...

A city that permits 50km/h on residential roads will never be child friendly and will always deter physical activity



## *Speed becomes theft*

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



# Mind the gap

## Authorities, children and the liability/responsibility gap





# Crouch down: consider streets from an 8 year old's viewpoint

- Or try walking slowly like a 80 year old!
- Or someone who is disabled
- Or someone with imperfect hearing/sight





Children are unable to cope with traffic speeds above 20mph without putting their lives at risk.

- In 2017, Prof Jodie Plumert of University of Iowa found that children up to their early teenage years had difficulty consistently crossing the street safely, **with collisions rates as high as 1 in 20 for a 10 year-old attempting to cross a road with 25mph(40kmh) traffic.** It was not until the age of 14 that collisions were avoided.
- Children contend with two main variables when deciding whether it is safe to cross a street.
  - **Their perceptual ability**, or how they judge the gap between a passing car and an oncoming vehicle, taking into account the oncoming car's speed and distance from the crossing. **Younger children, the study found, had more difficulty making consistently accurate perceptual decisions.**
  - **Their motor skills**: How quickly do children time their step from the curb into the street after a car just passed? **Younger children were incapable of timing that first step as precisely as adults, which in effect gave them less time to cross the street before the next car arrived.**
- **Consider that some drivers complain at the burden of glancing at a speedometer**



Children are unable to cope with traffic speeds above 20mph without putting their lives at risk.

- In 2011, Prof John Wann of Royal Holloway, University of London found that **at vehicle speeds faster than 20mph (32kmh), primary age children may not be able to detect cars approaching.**
- *“This is not a matter of children not paying attention, but a problem related to low-level visual detection mechanisms, so **even when children are paying very close attention they may fail to detect a fast approaching vehicle.**”*
- *“However, our results suggest that children’s perceptual limitations place them at greater risk of stepping out in front of cars that are traveling at higher speeds. The combined implication is that **driving in excess of 20mph(32kmh) in a residential or school area not only increases the potential severity of any impact with a pedestrian, but also increases the risk that a child will injudiciously cross in front of the vehicle.**”*



# Mind the gap

- It's a liability/responsibility gap issue. If a child crosses a road with speeds faster than they have 'capacity' and makes a mistake they may pay with their life.
- Robert Huxford, Urban Design Group said:

*“Given overwhelming evidence that children are not capable of responsibility for injuries in traffic above 20mph, Councils and Governments must set 20mph limits for child protection”*





**Children  
therefore cannot  
be relied upon to  
protect  
themselves.**

Can they rely upon communities,  
drivers, law-makers?



# Experience from the UK

- In British Social Attitudes Surveys 70% are in favour of 20mph as right limit for residential streets.

Now that's what I call "will of the people"!



# Authorities need to bust the 20mph myths



## It won't cause gridlock and increase journey times

- Journey times dictated by how long you are stopped not speed whilst travelling
- Research shows slower speeds increase throughput, easier filtering at junctions



## It won't increase emissions

- For a medium saloon at steady 20mph consumption is just 90mpg
- Emissions largely proportional to amount of acceleration and braking
- Energy to get to 30mph is 2.25 times more than to get to 20mph



## It's not pandering to left wing and socialist ideas

- Its not about the colour of politics, but the quality of democratic representation
- City of London is the "capitalist" centre of UK and set a 20mph limit (400,000 pedestrians)
- Huge benefits in casualty reduction and public health improvement (eg 800% FYRR)



## It's not "suicidal" for pedestrians to use roads, they have rights

- Freedom of movement is a basic human right, not bought with the purchase of an automobile
- Danger comes not from pedestrians or cyclists, but how motorists interact with them
- In many EU countries there is "presumed liability" in favour of vulnerable road users

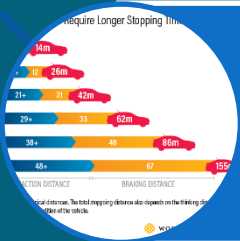


## Slower streets actually increase our economy and business growth

- The reliance on the private motor car for mass transit is not a solution but part of the problem.
- Communities need public transport and personal transport choices to be viable and sustain growth



# Its not a silver bullet.



## On average speeds will drop about 2-3km/h

- You will get variable reduction based on before speeds
- Many roads already low, higher speed roads up to 10km/h reduction (but not necessarily compliant)



## Its more about setting a social consensus than traffic management

- Engagement and marketing by establishment an important factor
- Needs emphasis of the wide benefits beyond road safety
- Community ownership important with support rising after implementation



## On its own it won't transform active travel, but is the foundation

- Most successful places also provide cycle/walking infra-structure, training, etc
- Can be the catalyst and symbolic move that prioritises active travel
- Progressive authorities see 20mph as one of many pro-people interventions



## It challenges the hegemony of the motor vehicle and its users

- 30km/h limits become the battleground for the cars v people debate
- Will your communities become defined by car use or enabled by active travel?
- Will your police endorse community needs and rights for safe sharing of public streets?



# ..if you agree that

Inappropriate vehicle speed violates our public spaces creating fear, apprehension and conflict that far exceeds any benefits to communities.

Its not that speed causes collisions so much as speed not allowing the collision to be avoided or the consequences mitigated

Reducing speed is core to a “safe system” approach to road safety

A 30km/h place is a better place for everyone

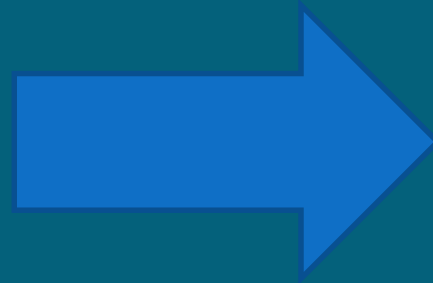
We need to develop and set a new social consensus about how we drive in the presence of people

**We need to empower our politicians to “do the right thing”**



# The future - transition!

20<sup>th</sup>  
century



21<sup>st</sup>  
century

Most urban & res roads



Most urban & res roads



Go slower on some streets



Go faster where safe  
and compatible with  
community needs



**Make 30km/h your urban default**



# Thank you for your attention

Maybe it's time to say:-

If you love your places and its people  
Then it's time to Love 30

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Thanks to Road Safety Authority for this important seminar

The RSA logo consists of the letters 'RSA' in white, set against a solid red square background.