

UK Network Management Board: Reports and other documents found on 20 mph speed limits (by Martin Low, Chairman of the UK Network Management Board)

The following links are to reports and articles on 20 mph speed limits.

The Department for Transport commissioned Atkins to undertake a study, but the findings will not be available until 2017.

Typical reductions of vehicle speeds of between 1 mph and 2 mph have been observed when speed limits are reduced from 30 mph to 20 mph, although Slough Borough Council saw reductions of up to 5 mph in one of its 20 mph zones.

City of London 20mph evaluation report -

<http://democracy.cityoflondon.gov.uk/documents/s56042/20mph%20outcomes%20report%20vFINAL.pdf>

This report summarises the activities and outcome of the 20mph speed limit scheme undertaken by the City of London that commenced on 20 July 2014. It was introduced as part of the Road Danger Reduction Plan to help reverse the increase in traffic casualties that had occurred in the Square Mile.

As a result, the measured average speeds are now 1.5mph lower than they were before the introduction of the 20mph speed limit. This reduction is greater than the 1mph reduction in average speeds forecast by using the Department for Transport (DfT) guidelines for introducing 20mph speed limits.

Steer Davies Gleave 2014 report, commissioned by the London Borough of Merton on behalf of the London Environment Directors' Network (LEDNet).

<http://www.roadsafetyknowledgecentre.org.uk/knowledge/1385.html>

"This report says that while there is clear evidence that reducing vehicle speeds results in fewer and less severe collisions, getting drivers to comply with signed only 20mph limits is challenging.

The desktop research, carried out by the consultants Steer Davies Gleave for the London Borough of Merton and the London Environment Directors' Network (LEDNet), was commissioned to "inform future 20mph policy in London".

The report says that historically 20mph zones have been successful at reducing speeds by using physical traffic calming measures. However, at present limited resources and relaxed regulations mean that signed-only 20mph limits are now preferred, but these tend to achieve smaller decreases in vehicle speeds.

The challenge, it says, is to find ways to achieve reductions in vehicle speeds in signed-only 20mph limits, so that safety benefits are still achieved.

The report says enforcement is a partial solution, but describes changed driver attitudes so that 20mph is seen as the appropriate speed in urban areas as the key to achieving sustained reductions in vehicle speeds.

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While acknowledging this will take time, it says there are precedents such as attitudes towards drink driving. It also highlights a potential role for new technologies such as Intelligent Speed Adaptation.

The report says at present publicity and marketing are seen as ancillary measures rather than a core part of 20mph schemes. Going forward, it says supporting measures that foster cultural change need to be an integral part of all 20mph schemes.

On vehicle speeds and collisions, it says that these are generally monitored over a relatively short period, but a longer period would provide more robust information.

On enforcement, it says that while police are becoming more willing to enforce 20mph, their position remains that there should be no expectation for additional police resources.

It adds that the evidence on vehicle emissions is mixed, with the effect dependent on fuel type and driving styles, and any impact on traffic noise is likely to be negligible.

The report also says there is some evidence that 20mph zones can reduce traffic volumes and increase the use of sustainable modes, such as walking and cycling, especially where 20mph is implemented as part of a wider package of measures.”

Cairns et al (2014) Go slow: an umbrella review of the effects of 20 mph zones and limits on health and health inequalities:

<http://jpubhealth.oxfordjournals.org/content/early/2014/09/28/pubmed.fdu067.abstract>

Conclusion: Twenty mile per hour zones and limits are effective means of improving public health via reduced accidents and injuries. Whilst there was no direct evidence on the effects of interventions on health inequalities, targeting such interventions in deprived areas may be beneficial. Further controlled evaluations that specifically examine socio-economic status effects are required.

Webster and Layfield (2003) Review of 20mph zones in London:

<http://content.tfl.gov.uk/review-of-20mph-zones-in-london-boroughs-full-report.pdf>

This review of 20 mph zones in London for Transport for London's London Accident Analysis Unit LAAU has found that the frequency of injury accidents and road user casualties and the severities of casualties within the zones were substantially reduced. Previous research has also shown that the 20 mph zone concept introduced by the Department for Transport has been extremely successful in substantially reducing average vehicle speeds and injury accidents in the areas where they have been installed.

1. There are about one hundred and thirty seven 20 mph zones in London (2003). Most of the zones are in residential areas with over half containing schools or colleges. The main traffic calming measures used within the zones are road humps, raised junctions

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and speed cushions. On average, the measures are spaced between 50 and 95 metres apart.

2. The overall average 'after' mean traffic speeds within the 20 mph zones was about 17 mph (22 zones).

3. Mean traffic speeds have reduced by about 9 mph and traffic flows by about 15% since the installation of the 20 mph zones (note: only a limited amount of speed (14 zones) and flow (11 zones) data was available).

4. Allowing for background changes in accident frequency on unclassified roads in London, the installation of 20 mph zones in London has reduced the frequency of injury accidents within the zones by about 42% and reduced the frequency of accidents involving fatal or serious injury (KSI) by about 53% (78 zones).

DfT (2010) Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth: <http://www.wirralpedestrians.org.uk/files/20mphzoneresearch.pdf>

Portsmouth City Council (PCC) was the first local authority in England to implement an extensive area-wide 20 mph Speed Limit scheme – that is introducing signed 20 mph limits largely without traffic calming, covering most of its residential roads which previously had a 30 mph speed limit. This is therefore an important scheme which can be compared to more traditional 20 mph Zones, which involve extensive traffic calming.

This document results from an interim evaluation of the impact of the scheme, focusing on early monitored results. It reports on monitored changes in traffic speeds, traffic volume and road casualties, comparing data for 'Before' and 'After' scheme implementation as well as resident perception of impacts through qualitative surveys. The document is intended to provide an early transfer of information to other local highway authorities on the effectiveness of implementing speed limits through use of signs alone and without providing any accompanying traffic calming measures.

The implementation of the 20 mph Speed Limit scheme was carried out using a combination of post-mounted terminal and repeater signs. 20 mph speed limit roundel road markings were also provided at street entry points on the carriageway adjacent to the terminal post-mounted signs. In some cases of limited visibility, they were also provided adjacent to the repeater signs.

For ease of installation the city was divided into six sectors: Central East, Central West, South East, South West, North East and North West. This amounted to 94% of road length (410 km of the 438 km of road length) in PCC.

On most of the roads where the speed limit signs and road markings were installed, the average speeds before installation were less than or equal to 24 mph. The relatively low speeds before the scheme implementation were because of narrow carriageways and

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on-street parking, which further reduces effective width of the carriageways. 20 mph signs were also provided on roads with average speeds greater than 24 mph in order to avoid inconsistencies in the signed speed limits in Portsmouth. One of the aims of the scheme was to be self-enforcing (avoid the need of extra Police enforcement) and partly to support the low driving speeds, and encourage less aggressive driving behaviour.

Overall there was an increase in the number of sites that demonstrated speeds of 20 mph or less after the implementation of the scheme. Many sites already had low average speeds of 20 mph or less before the scheme was implemented. At the sites monitored with higher average speeds before the scheme was introduced, there were significant reductions in average speeds. For example for the group of sites monitored with average speeds of 24 mph or more before the scheme was introduced, the average speed reduction was 6.3 mph. The average reduction in mean speeds on all roads was 1.3 mph.

There is insufficient data to comment about the effects of the scheme on traffic routes and volumes. The expectation is that because most roads had fairly slow average speeds before the scheme was implemented, that the changes are likely to have been modest.

Comparing the 3 years before the scheme was implemented and the 2 years afterwards, the number of recorded road casualties has fallen by 22% from 183 per year to 142 per year. During that period casualty numbers fell nationally – by about 14% in comparable areas.

There are no large apparent disparities between the casualty changes for different groups of road users (for example pedestrians compared to motorists) or between crashes with different causes. The number of deaths and serious injuries rose from 19 to 20 per year. Because the total numbers of deaths and serious injuries and of casualties by road user type and cause are relatively low, few inferences about the scheme's impacts should be drawn from these figures.

Qualitative surveys indicate that the scheme was generally supported by residents, although most of the respondents would like to see more enforcement of the 20 mph speed limits. The survey suggests that the introduction of the scheme has made little difference to the majority of respondents in the amount they travelled by their chosen mode. Levels of car travel stayed similar, whilst the level of pedestrian travel, pedal cyclist travel and public transport usage had increased for a small number of respondents.

In conclusion, early figures suggest that the implementation of the 20 mph Speed Limit scheme has been associated with reductions in road casualty numbers. The scheme has reduced average speeds and been well-supported during its first two years of operation.

SDG (2014) Research into the impacts of 20mph speed limits and zones:

<http://www.roadsafetyknowledgecentre.org.uk/downloads/20mph-reportv1.0-FINAL.pdf>

Based on the evidence that has been compiled, the key conclusions of this study are that:

- *The evidence is clear that reducing vehicle speeds results in fewer and less severe collisions, particularly for vulnerable road users.*
- *Historically, 20mph zones have been successful at reducing speeds by using physical traffic calming measures. Limited resources and relaxed regulations mean that signed-only 20mph limits are now preferred, however these tend to achieve smaller decreases in vehicle speeds.*
- *The challenge is to find ways to achieve reductions in vehicle speeds in signed-only 20mph limits, so that safety benefits are still achieved. Enforcement is only a partial solution, with changed driver attitudes so that 20mph is seen as the appropriate speed in urban areas being the key to achieving sustained reductions in vehicle speeds; although this will take time, there are precedents such as attitudes towards drink driving. This may be supported by new technologies, such as Intelligent Speed Adaptation (ISA).*
- *This suggests that supporting measures that foster cultural change need to be an integral part of all 20mph schemes.*

TaEC (2013) South Central Edinburgh 20mph Limit Pilot Evaluation:

http://www.20splentyforus.org.uk/UsefulReports/South_Central_Edinburgh_20mph_Limit_Pilot_Evaluation.pdf

The report recommends the approval of the draft strategy set out in the report for rolling out 20mph limits to all residential streets, main shopping streets, city centre streets, and streets with high levels of pedestrian and/or cyclist activity.

It mentions that the overall level of support for the 20mph speed limit has increased from 68% 'before' to 79% 'after', while the proportion of respondents strongly supporting the 20mph speed limit increased significantly from 14% 'before' to 37% 'after'. Only 4% were opposed, from 6% 'before'.

There were 12 'before' locations (from the 28 locations reduced to 20mph) where the average speed exceeded 24mph, an average of 25.8mph. The average 'after' speed at the same 12 locations was 22.4mph. An average drop of 3.3mph on these streets.

Road incident analysis: most areas of road safety concern had previously been treated across the Pilot area. Therefore assessing incident reduction as a direct result of the Pilot is restricted. However, the report only had reference to as nine month period following

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the Pilot's launch on 23 March 2012. There is therefore limited value in analysing data covering this period, as analysis usually spans a three or five year period. Incident data will therefore be monitored and reported on for the three year period following the launch of the Pilot.

Toy (2012) Delivering soft measures to support signs-only 20mph limits:

http://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&frm=1&source=web&cd=1&ved=0ahUKEwjCzYWtmJXKAhVGuBQKHVZzBkQQFggdMAA&url=http%3A%2F%2Fwww2.uwe.ac.uk%2Ffaculties%2FBBS%2FBUS%2FResearch%2FBSMC%2F20mph%2520Research%2520Findings.pdf&usq=AFQjCNGYOag_Zg4-9-aFsn4VV9A9RiIS_A

This research report provides a robust evidence base for soft measures – where such evidence exists – coupled with unique insights from drivers and residents already experiencing 20mph signs-only limits in Bristol. It forms a useful starting point for policy makers and practitioners as well as academics to develop a programme of social marketing-led soft interventions to support the implementation of signs-only 20mph schemes. The final section of this report provides a checklist of “20 things to make 20mph normal”.

The second part of this report - Part B - is available as a separate document. It is a short, practical toolkit which sets out a 12-step guide to developing a programme of soft measures to support the design and implementation of signs-only 20mph speed limits.

In conclusion, a 20mph sign is little more than a legal instrument; it has no more power to persuade or in influence than a marriage certificate has to guarantee love. A signs-only 20mph scheme needs to be permanently surrounded by a sophisticated web of messages, incentives and sanctions in order to achieve real and lasting behaviour change.

Grundy et al (2008) 20Mph zones and road safety in London:

<http://www.20splentyforus.org.uk/usefulreports/20-mph-zones-and-road-safety-in-london.pdf>

This study provides robust evidence for the beneficial effects of 20 mph zones on road safety in London, with the best estimate of the overall effect being a reduction in all casualties of 42% (95% CI 36%, 48%) compared with outside areas. There were reductions for most casualty groups, and no evidence of collision migration to other areas. That a greater proportion of those injured in 20 mph zones are local residents suggests they have also had an effect on cars ‘rat running’.

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20 mph zones are still having an effect on road safety, but the effect appears to be smaller in more recent years. In part, this may be due to 20 mph zone implementation in higher casualty areas (with more scope for benefit) in earlier years compared to more recent years. When 20 mph zones are being implemented for road safety gain, they are most efficiently located in high casualty areas.

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Article in the Guardian “Do 20mph speed limits actually work?”

<http://www.theguardian.com/cities/2015/may/29/do-20mph-speed-limits-actually-work-london-brighton>

This article refers to statistics collected by Islington London Borough Council do suggest traffic has slowed, but only marginally. Before 20mph limits were introduced, 85% of the traffic on Islington’s main roads was travelling at an average of 28mph. After the limits were introduced, this average decreased by just 1mph to 27mph. However, before and after surveys covered less than a year all told. Results from Bristol and Brighton’s pilots of 20mph limits tell a similar story, with daytime speeds in Bristol dropping by around 1mph to an average of 23mph. In Brighton, the council saw a 1mph decrease a year after 20mph speed limits were introduced in 2013, although the average speed of traffic on central roads was already 20mph.

The article also mentions that after reviewing the evidence, the authors of a 2014 report by Steer Davies Gleave for the London Borough of Merton found better evidence for zones reducing speed and collisions than for sign-only limits. However, a 2014 review published in the Journal of Public Health found “convincing evidence” from 10 studies for both 20mph zones and limits in reducing speeds and accidents.

Why 20mph zones need to be stopped - Telegraph

<http://www.telegraph.co.uk/motoring/road-safety/10858646/Why-20mph-zones-need-to-be-stopped.html>

The article mentions that no one is arguing against the odd 20mph speed limit outside a school for instance. It mentions that 94 per cent of respondents to an Institute of Advanced Motorists (IAM) survey agreed with 20mph limits outside schools, compared with just 21 per cent of drivers in favour of the same limit outside shops. Only eight per cent of respondents opted for 20mph near cycle lanes. It suggests that the message is clear - use speed limits sparingly and sensibly, to protect those not capable of protecting themselves.

Most motorists are against 20mph limits in towns, according to the IAM research. Half of drivers are against a blanket 20mph speed limit with male drivers unsurprisingly more against the idea than female. Fifty-five per cent of young drivers were naturally against 20mph zones as a speed limit for towns, but only 34 per cent of older drivers were in favour. Even the cautious, experienced motorists think there’s an element of responsibility on behalf of the individual.

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Contacts for discussions:

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The Department for Transport commissioned a research project into 20mph Speed limits and a contract was awarded in 2014. Unfortunately no papers indicating results of the study will be available until the final report, which is due at the end of 2017. Atkins (the chosen supplier) will be presenting at a road safety conference on 26th February 2016 and will forward the slides following the meeting.

At this early stage there is still further work to be done so the presentation is likely to focus on the research methodology used. The presentation will discuss the research methodology used.

The steering group for the 20mph project currently being undertaken by Atkins group includes representatives from Atkins, DfT, Hayley Falls of TfL, Ron Paterson of West Sussex County Council (representing Road Safety GB) and Heather Ward of UCL. We commissioned this in June 2014 to study the effects of 20mph limits, covering aspects including effects on speed, collisions, casualties and modal shift. The research also considers best practice, road users' perceptions and effects on the quality of the environment. In addition to Atkins and DfT representatives, members of the steering

Ron Patterson's telephone number is: 03302226712

Brake:

Brake, a road safety charity published a report titled "Towards changing the default urban speed limit to 20mph" in September 2015:

<http://www.brake.org.uk/assets/docs/GO20toolkit/GO20-report-sep15.pdf>

The key findings in the report were as follows:

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- *Reducing the default speed limit from 30mph to 20mph across Britain would have a significant and meaningful impact in reducing crashes and serious injuries. Pedestrian and cyclist safety would particularly benefit.*
- *As a worst-case scenario, it is reasonable to expect a 1mph reduction of average speeds with an associated 6% reduction in crashes and collisions in these areas.*
- *It is reasonable to expect that reducing the default limit from 30mph to 20mph could aid wider efforts to encourage active and sustainable travel, and therefore help deliver significant health, wellbeing and environmental benefits.*
- *The guidance provided by central government to local authorities on 20mph limits, while giving the councils the opportunity to introduce widespread 20mph limits, does not show the leadership to make broader changes, and certain elements pose a significant barrier to some local authorities moving towards area-wide 20mph limits. This contributes to the implementation of 20mph limits across councils being mixed.*
- *There are still unnecessary costs associated with local authorities implementing 20mph limits at local level (as opposed to a national change in the default limit), especially related to present signage regulations.*

City of London Corporation:

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These links may help to find suitable data and simple diagrams

TfL's report "Collisions and casualties on London's roads: Annual Report 2014":

<https://tfl.gov.uk/cdn/static/cms/documents/collisions-and-casualties-on-londons-roads-annual-report-2014.pdf>

Page 16 and 17 of TfL's report has a section on 20 mph speed limits, which reads as follows:

"20mph limits

We have continued to work with London boroughs to support and fund the introduction of 20mph limits on borough roads and on parts of the TLRN.

In July 2014, two 20mph sites were introduced in the City of London on an experimental basis to further understand the impacts of 20mph limits in reducing speeds on the TLRN. These routes are:

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a) Blackfriars Bridge, New Bridge St, Farringdon St (up to Charterhouse Street) b) London Bridge, King William Street, Gracechurch Street, Bishopsgate, Norton

Folgate (up to Worship Street)

Further work has gone into identifying and planning for the implementation of 20mph routes along the TLRN. These locations have been identified by taking into account collision rates, Roads Task Force street types, borough support, and existing TfL works programmes. We are working to introduce these 20mph speed limits at eight sites, including: Upper Street and Holloway Road (Between Pentonville Road and Seven Sisters Road); the Shoreditch Triangle and Commercial St (From Old Street roundabout to Whitechapel High Street); Westminster Bridge, Stamford Street and Southwark St (Between Victoria Embankment to Borough High Street).

Page 19 of TfL's report has a section on speed cameras:

Speed Camera Replacement Programme and average speed cameras

We are upgrading existing safety cameras from wet film technology to digital. This is necessary to maintain the existing road safety benefits of our current safety camera network.

By the end of 2014, 160 of 419 spot speed cameras and 160 of 248 red light cameras had been upgraded to digital cameras. We are on target to replace the remaining cameras by October 2016.

In addition, the first of four trial average speed corridors began with installation on the A40 which is due to be complete and operational in October 2015. The A406, A316 and A2 will follow over the next two years, helping to further reduce the number of KSIs on these routes through improved speed management.

Page 25 makes reference to training:

20mph speed awareness course

To support the roll-out of 20mph speed limits in London, TfL and the MPS have worked with suppliers to make a speed awareness course available for drivers who have been found to have breached the limit by a relatively small margin. This course aims to reduce the speed at which people drive by encouraging them to alter their attitudes and behaviours towards excessive or inappropriate speeds. More serious offences will still be dealt with via FPNs or a court summons.

TfL's report "Safe London streets: Our approach October 2015":

<https://tfl.gov.uk/cdn/static/cms/documents/safe-london-streets-our-approach.pdf>

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Page 6 of the TfL report has a section titled “Travelling too fast”. It mentions that a 1mph reduction in speed could reduce the frequency of collisions by around six per cent in urban areas and refers to a report “The Effects of Drivers’ Speed on the Frequency of Road Accidents (Taylor, Lynam and Baruya, 2000).

It also mentions that the speed of motor vehicles is a contributory factor in many serious and fatal collisions. Data from 2012-2014 shows that speed is a factor in 38 per cent of vulnerable road user KSIs. This includes breaking the speed limit and travelling too fast for the environment and weather conditions.

It mentions that 25 per cent of the Capital’s roads now have 20mph speed limits. In March 2015, TfL outlined plans for eight new pilots on parts of its road network, including Westminster Bridge and Clapham High Street. Two are now under way on Commercial Street in Tower Hamlets and Dalston Kingsland in Hackney. The rest will be introduced by early 2017.

Better technology

TfL is upgrading the Capital’s road safety cameras and trialling Average Speed Camera systems at four locations that have a history of KSI collisions. This will enable TfL and policing partners to better enforce compliance with speed limits.

TfL is also investing in road safety innovations that stop vehicles exceeding the speed limit. TfL is currently trialling Intelligent Speed Assistance (ISA) technology on two bus routes. ISA recognises speed limits using the Digital Speed Limit Map of London and ensures buses keep within them. TfL is reviewing the results of these trials and investigating introducing the technology across London’s bus fleet. TfL is also asking the Department for Transport (DfT) to commission a national digital speed limit map, so that bus ISA can be rolled out further across the UK.

Speed awareness

TfL’s education programmes are encouraging motorists to use appropriate speed for the conditions. For example, BikeSafe-London is giving motorcyclists the skills to ride safely and the instruction to comply with speed limits.

TfL’s partners run several speed awareness courses to educate those caught exceeding the speed limit. This is an alternative to prosecution and research shows that drivers who attend one are less likely to reoffend.

TfL’s report “Road Risk and Vulnerable Road User Working Paper”:

<https://tfl.gov.uk/cdn/static/cms/documents/road-risk-and-vulnerable-road-user-working-paper.pdf>

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The simple plans and diagrams in this last document are most useful for comparison purposes.

Page 29 of the document has a section on “Speeding and pedestrian fatalities”:

Figure 15 shows the speeds of the vehicles which struck the pedestrians who died in collisions in the period 2006-2010. Each vertical bar presents a single fatality, the height of the bar represents the estimated travelling speed recorded by police. For example, if the travelling speed was estimated as 15-20mph the bar would run from 15mph to 20mph. The colour of the bar corresponds to the speed limit on the road on which the vehicle was travelling. The horizontal line of the same colour shows the speed limit on the vertical axis. The data points are ordered by the centre point of the vertical bar.

The vast majority of the collisions shown took place in 30mph limits. A significant minority (approximately one fifth) of the vehicles were exceeding the limit, some by very substantial margins.

The European Transport Safety Council:

Dudley Curtis, dudley.curtis@etsc.eu has advised on the following research on 20 mph speed limits: <http://www.trl.co.uk/reports-publications/trl-reports/report/?reportid=5097>

The TRL report was published on 1 January 1996. It refers to the first three speed limit zones, in Sheffield, Norwich and Kingston-upon-Thames, which were implemented in January 1991. The report assesses the scheme designs and gives more detailed descriptions of six schemes. Comparisons of 'before' and 'after' data for injury accidents and speeds are given as well as the relationship between accident reduction and speed reduction. The report advises that the 20 mph zones have successfully reduced accidents by about 60 per cent and vehicle speeds by over 9 mph. Public acceptability surveys were carried out in six zones and the reactions from residents were generally in favour of the schemes.

Grundy C, Steinbach R, Edwards P, Wilkinson P and Green J. (2008) 20 mph Zones and Road Safety in London: A report to the London Road Safety Unit. London: LSHTM.

<http://www.20splentyforus.org.uk/usefulreports/20-mph-zones-and-road-safety-in-london.pdf>

The conclusion on pages 30 and 31 of this 2008 report were:

There is international, national and London level evidence that reducing the speed of traffic through interventions such as 20 mph zones can reduce the number and severity of collisions and injuries, although the gains reported are variable. Evidence on how 20 mph zones contribute to other social goals such as increasing community cohesion and increasing levels of active transport is less conclusive. There are also suggestions from

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the literature that traffic calming can reduce the well-documented risk gradient between affluent and deprived areas. However, because of the challenges of researching the impact of traffic calming, there have been few well conducted studies in this area, and the evidence is neither robust nor necessarily generalisable to London. Given the increasing popularity of 20 mph zones as a method of reducing speed, there is a real need for good evidence on their impact on collision and casualty rates. With the persisting challenge of addressing injury inequalities on London's roads, there is also a need to evaluate the impact they have had on relative risks across London's population.

Dutch report (English summary needed):

<https://www.swov.nl/rapport/R-2009-06.pdf>

Metropolitan Police:

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There is a joint TfL/MPS Road & Transport Policing Command scheme that is being rolled out across all 32 London boroughs and the City of London in April 2016. The individual boroughs will be provided with the necessary Laser Speed Detection equipment at no cost to them. Each of the individual Safer Transport Teams will lead within their respective boroughs and will arrange training etc.

National Police Chief's Council (NPCC):

Chief Constable Suzette Davenport is the National Police Chiefs' Council (NPCC) national lead for Roads Policing in England and Wales. Her staffing officer is Richard Davin, West-Midlands Police 07554459400 r.davin@west-midlands.pnn.police.uk The NPCC has published a five year strategy on roads policing covering the period between 2015 and 2020, "Policing the Roads in Partnership":

http://library.college.police.uk/docs/NPCC/Policing_the_Roads_in_Partnership_2015.pdf

paper sequester from the National Police Chiefs' Council (NPCC)

Twenty is Plenty for Us:

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He advised that he hopes that The Department for Transport's study by Atkins is available at the "Time for 20 Conference" on the 26th February 2016 hosted by the City of London at the Guildhall. **See the one page fact sheet.**

TfL Contact:

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Rachel has advised that generally there's been quite a bit of good quality academic work specifically on the impact of 20mph on casualties in London, by academics at LSHTM, which she personally thinks is pretty conclusive - this is probably the most cited paper:

<http://www.bmj.com/content/339/bmj.b4469.full>

It contains information on casualty reductions among children, pedestrians, cyclists and motorcyclists, as well as other road users.

RoSPA:

General Enquiries +44121 248 2000 and email: help@rospa.com

20mph Zones and Limits Fact Sheet:

<http://www.rospa.com/road-safety/advice/drivers/speed/20mph-zones-and-limits/>

The fact sheet available from this link makes reference to the following:

The earliest examples where 20mph (30km/h) limits have been introduced without traffic calming without traffic calming are outside of the UK. Graz, in Austria, introduced 30km/h as the speed limit on all residential streets in September 1992. This accounts for around 800km of roads in the city, around 4/5ths of the total network.

The introduction was part of a comprehensive traffic plan in the city. The two strands were: to promote walking, cycling and public transport through improving the infrastructure and education activities; and to limit the volume and speed of traffic

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through introducing restrictions in the city centre and prioritising public transport. The limit itself was marked by signage and a key component was police enforcement of the limit. An education campaign about the limit also accompanied the change.

There was only a small reduction in average speeds before and after the limit was introduced, however, there was a reduction in extreme speeds. The number of drivers exceeding 50 km/h (31 mph) dropped from 7.3% percent the year before the limits were introduced, to 3% afterwards.

Comparing the year after the introduction of the limits, there was a 12% reduction in accidents which resulted in a minor injury and 24% fewer accidents which resulted in a serious injury. There was a reduction in all pedestrian accidents by 17% and with car drivers by 14%. There were also reductions in the number of accidents on the roads which remained at 50km/h, this was seen at both crossings and free stretches of road. The researchers argued that this was due to the comprehensive traffic plan establishing a new “traffic culture”.

To control for the effects of increased enforcement of the new limit, a comparison was made by giving police in other cities the same laser enforcement equipment used in Graz. These cities showed either a smaller decrease, or an increase, in the number of accidents.

There has been an expansion of 20mph limits in the UK recently. The reasons for this rapid expansion are not solely for road safety reasons, and many are being introduced to contribute towards healthier environments.

TRL carried out research on 20mph limits in 1998 which examined the effectiveness of 20mph limits without traffic calming measures. It found that traffic calming was a more effective way of reducing vehicle speeds than signs only, which only produced a small reduction in speed. There was some evidence that public awareness campaigns and enforcement further reduced traffic speeds.

The largest area in the UK with a 20mph limit is Portsmouth, where the lower limit has been introduced on around 94% of roads previously had a 30mph limit. There were 223 monitored sites within Portsmouth, split between six different areas of the city. There was a staggered introduction and the limit was introduced at a different time in the six areas.

Slough Borough Council:

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<http://www.slough.gov.uk/parking-travel-and-roads/20mph-zones-and-speed-limits.aspx>

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Slough Borough Council has implemented a 20 mph zone in Oatlands Drive and Sheffield Road and estimated the following reductions in the 85th percentile dry weather speeds in each direction along Sheffield Road as follows:-

- Eastbound – November 2011 = 28.1mph, February 2014 = 23.1mph;
- Westbound – November 2011 = 28.6mph, February 2014 = 22.3mph.

University of West England (Centre for Transport & Society):

“Support and compliance with 20 mph speed limits in Great Britain” link from Road Safety GB website:

<http://www.roadsafetyknowledgecentre.org.uk/issues/speed/knowledge/1444.html>

This paper reports a study undertaken by the authors that used a population wide survey of GB drivers to explore how support and compliance were interlinked. Whilst as expected many supporters said they would comply with the limits, and many opponents might not comply, more surprisingly it was also found that some supporters claimed not to comply, while some opponents of 20 mph limits were compliers. Explanations included the strong likelihood of strong moral adherence to not breaking laws amongst opponent-compliers, and self-enhancement bias amongst supporter-non-compliers. This paper explores the incidence of these effects and their implications in detail.

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