

Staffordshire 20mph speed limit policy - the case for review

Presentation to
Prosperous Staffordshire Overview and Scrutiny Committee
16 September 2021

Mike Barr and Phil Jones, 20s Plenty for Staffordshire





Why are 20mph limits so beneficial?

20mph zones and limits

- ▶ Zones - traffic calming, self enforcing, typically small areas
- ▶ Limits - signs/markings only, no traffic calming, wider areas
- ▶ Including the whole of some settlements
- ▶ Wide-area 20mph limits supported by Government policy since 2013
- ▶ Government support strengthened during Covid-19

Statutory guidance

Traffic Management Act 2004: network management to support recovery from COVID-19

Updated 30 July 2021

- reducing speed limits: 20mph speed limits are being more 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





ZONE

Sister City
Park Ridge, USA

Cynibre

circa 756





Benefits

- ▶ People take precedence over traffic
- ▶ Many fewer casualties
- ▶ Encourages and enables zero carbon travel
- ▶ Health benefits - obesity and heart disease
- ▶ Social benefits - stronger communities



Benefits (continued)

- ▶ Supports independent mobility - children, older people
- ▶ Less noise, better air quality
- ▶ Popular with local people
- ▶ Makes local high streets more pleasant and attractive
- ▶ Makes Staffordshire a better place to live, work and visit



Road Safety

- ▶ Relatively small reductions in speed have significant benefits
- ▶ 1 mph reduction in speed -> 6% reduction in collisions (DfT)
- ▶ Speed reductions are greatest on the fastest roads
- ▶ Compliance will increase over time





6th floor fall



3rd floor fall



1st floor fall

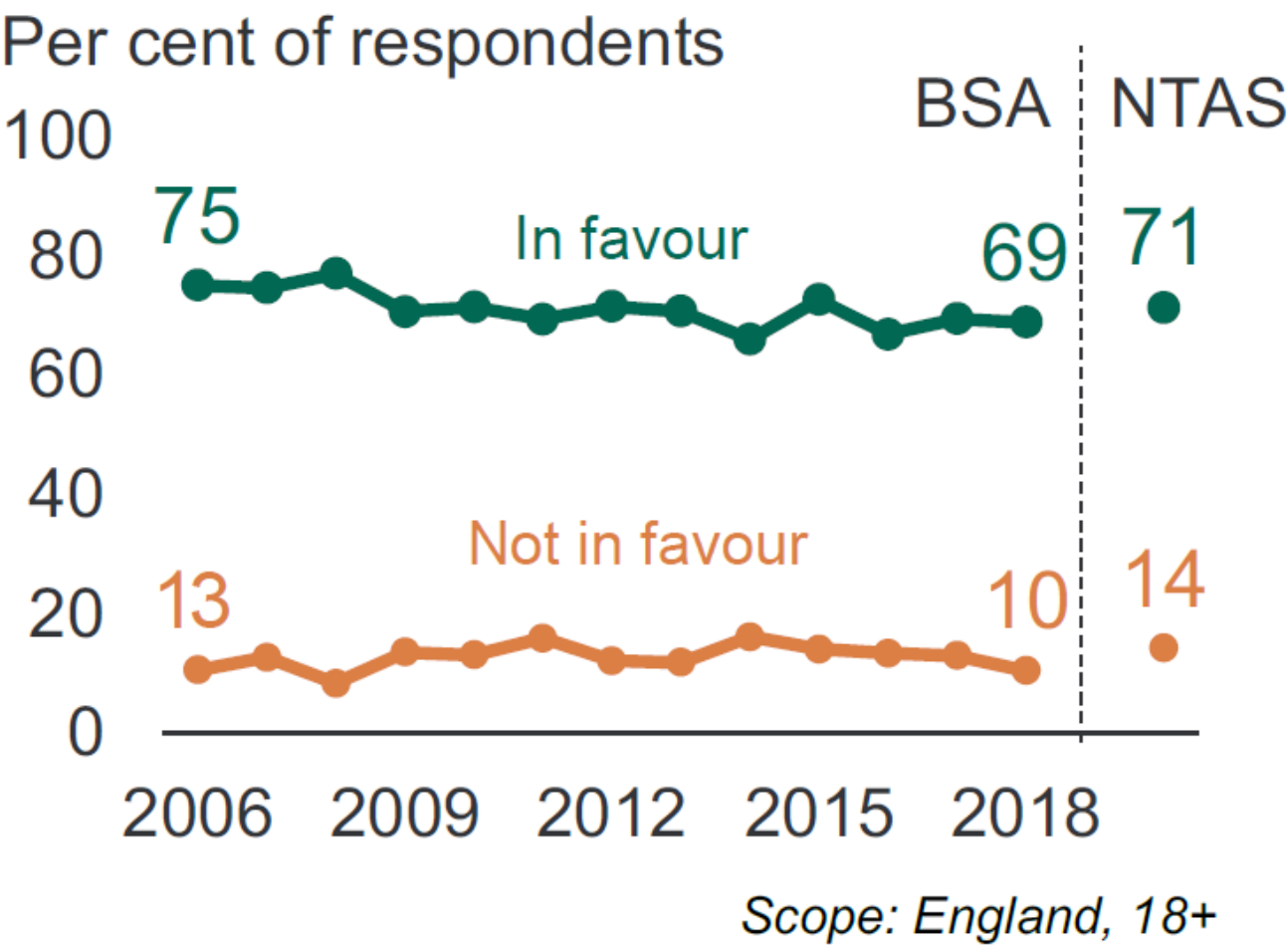
The effect of speed

	Average for all ages	Over 60 year olds
At 40 mph	• 31% are killed	• 98% are killed
At 30 mph	• 7% are killed	• 50% are killed
At 20 mph	• 1% are killed	• 5% are killed

Data from Road Safety Web Publication No. 16 *Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants* - Department for Transport (September 2010)

Strong public support nationally for 20mph limits

Speed limits of 20mph in residential streets



Statistical Release

29 May 2019



Department
for Transport

National Travel Attitudes Study: 2019 Wave 1

About this release

This is a companion product of the National Travel Survey (NTS). Whilst the NTS provides a wealth of information on the travel patterns and behaviour of individuals, the National Travel Attitudes Study (NTAS) provides information on public attitudes to travel and transport.

The NTAS covers responses from individuals aged over 16 in England, drawn from people who have previously responded to the NTS.

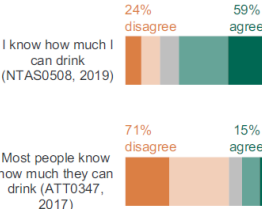
Where available, data from British Social Attitudes (BSA) Survey is provided to allow the NTAS data to continue the time series.

In this publication

About the NTAS p2
Cycling p3
Climate change p4
Disability and transport p6
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People are more confident about their own drink driving limits, than about others

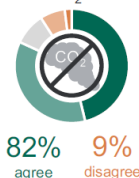
59% of people think they know their drinking limit, but only 15% think that other people know the same. 81% of people however think that someone shouldn't drive if they have drunk any alcohol.



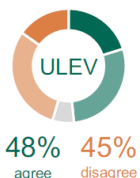
Different attitudes towards low CO2 vehicles, and ultra-low emission vehicles

When asked about the next planned vehicle purchase, 82% of people responded that they would be likely to consider a vehicle with lower CO2 emissions, and 48% would be likely to consider an ultra-low emission vehicle.

Low CO₂ vehicle



Ultra low emission vehicle



Support for people with disabilities

93%

agree that special provisions should be available on public transport for people with disabilities.

97%

agree that they would give space on public transport to a person with a disability.

RESPONSIBLE STATISTICIAN: Andrew Kelly Telephone: 0207 944 3077

FURTHER INFORMATION: Media: 020 7944 3118 Public: national.travelsurvey@dft.gov.uk

Follow @DfTStats

Enforcement

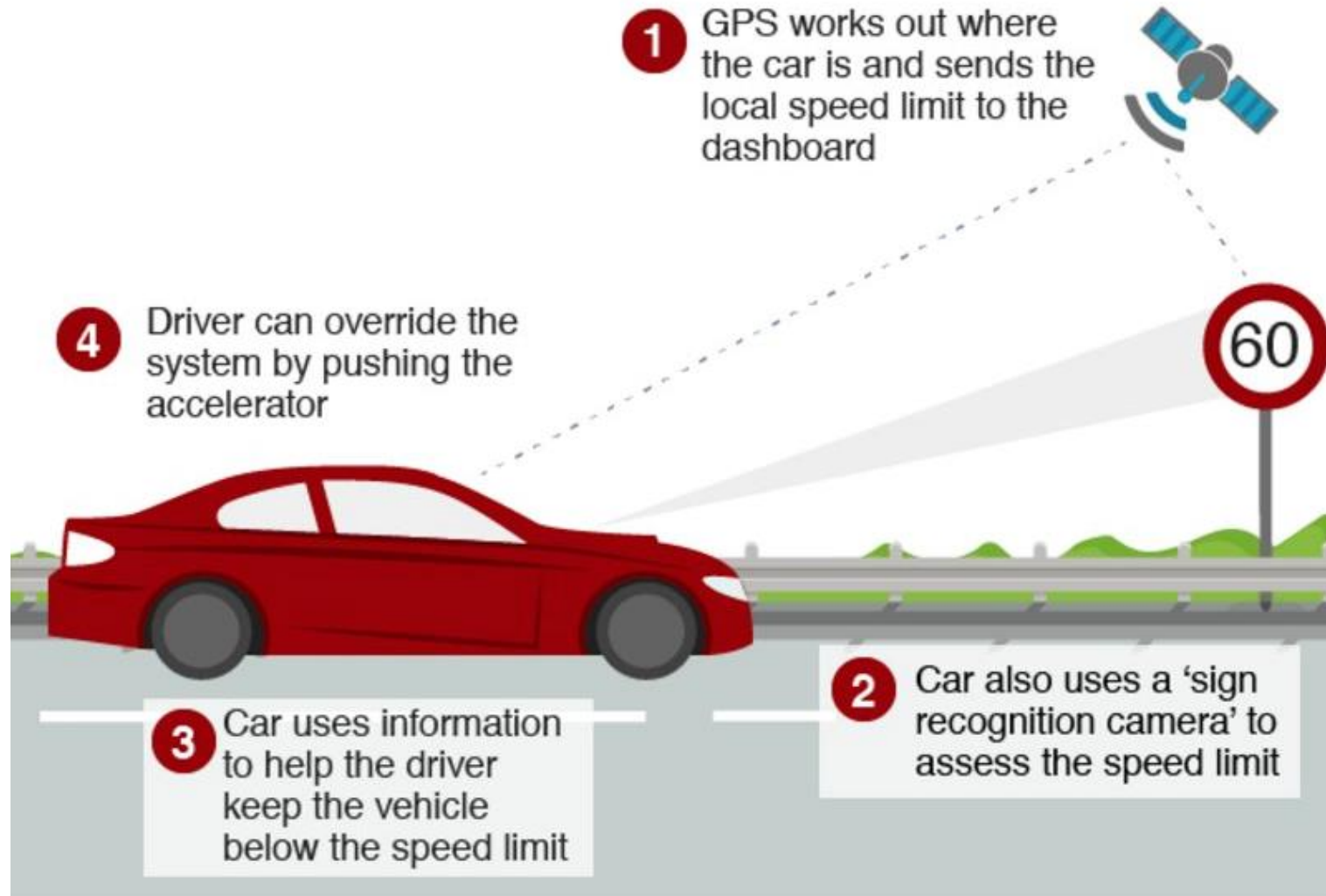
- ▶ 20mph limits are enforceable
- ▶ A number of Police forces actively enforce 20mph limits like any other
- ▶ But even if enforcement is limited there are significant benefits
- ▶ Community initiatives and technology also play a part
- ▶ New car-based technologies coming soon



Intelligent Speed Assistance on new model cars from 2022

All new cars from 2024

How does speed limiting work?



Typical Costs

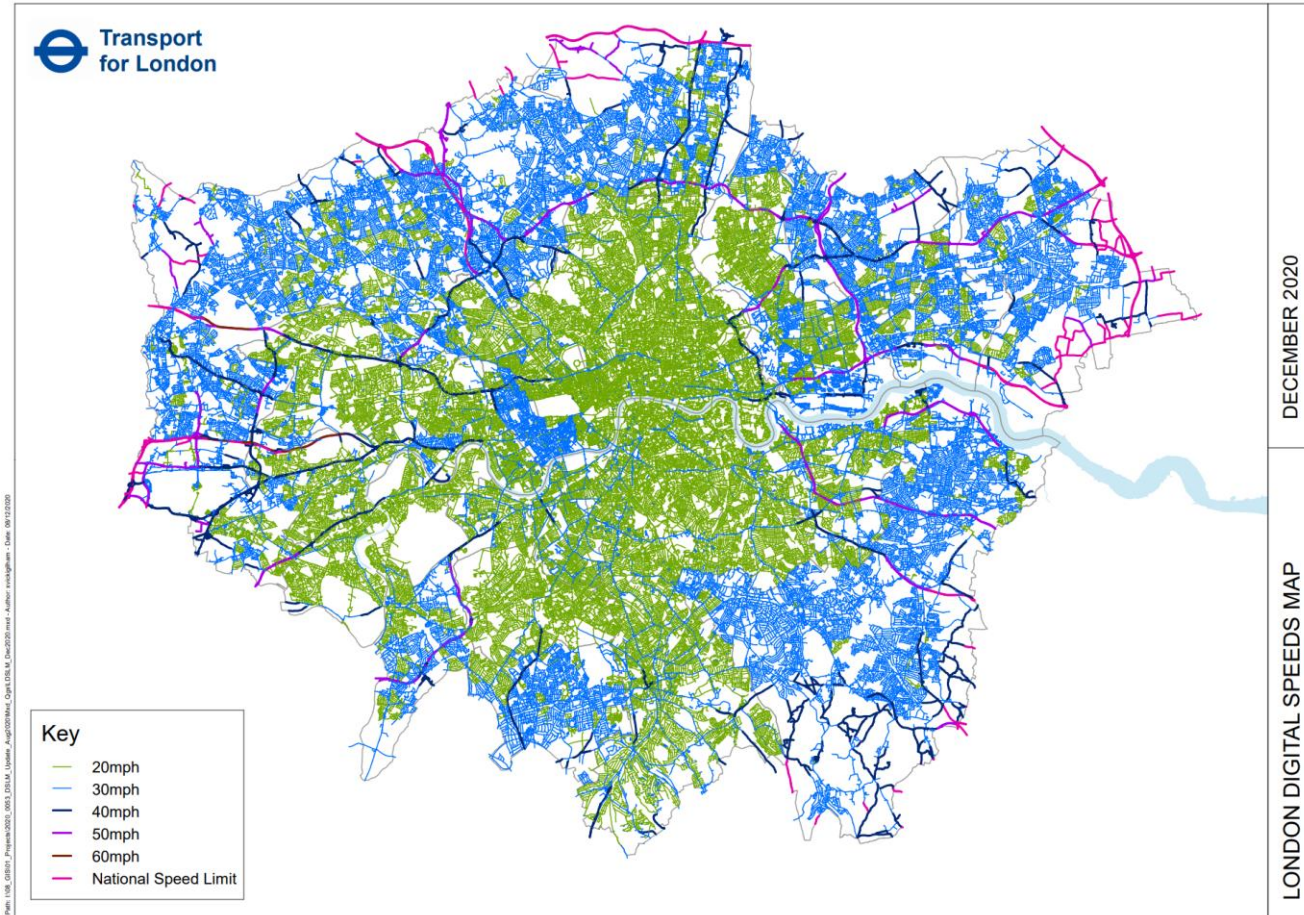
- ▶ Missing out the main roads costs more
- ▶ Signs are cheap - typically £300 for a 600mm sign on a pole
- ▶ Traffic Regulation Order (needed to change the limit) ~ £4000
- ▶ Carrying out speed surveys ~ £400 per location
- ▶ Typical construction costs (with some allowance for calming) - circa £5/head



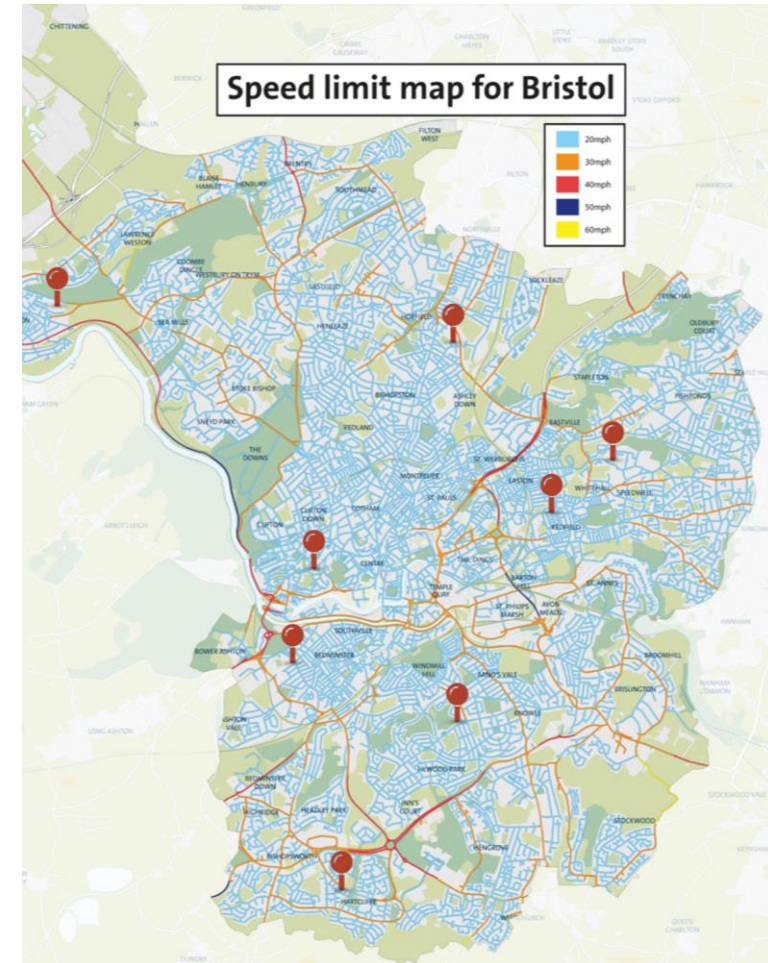
Places with pro-20mph policies include:

- ▶ Lancashire
 - ▶ Oxfordshire
 - ▶ Cheshire West and Chester
 - ▶ Cheshire East
 - ▶ Bath and North East Somerset
 - ▶ Calderdale
 - ▶ Bristol
 - ▶ Edinburgh
 - ▶ London
- ▶ In total, 21M people live in such authorities





London



Bristol - average savings per year
4.5 Fatalities
170 Casualties

Wales - Default 20mph in built up areas

- ▶ Wales to adopt 20mph limit in urban areas unless exception justified
- ▶ 8 Pilot Settlements now underway
- ▶ Law change planned for 2023

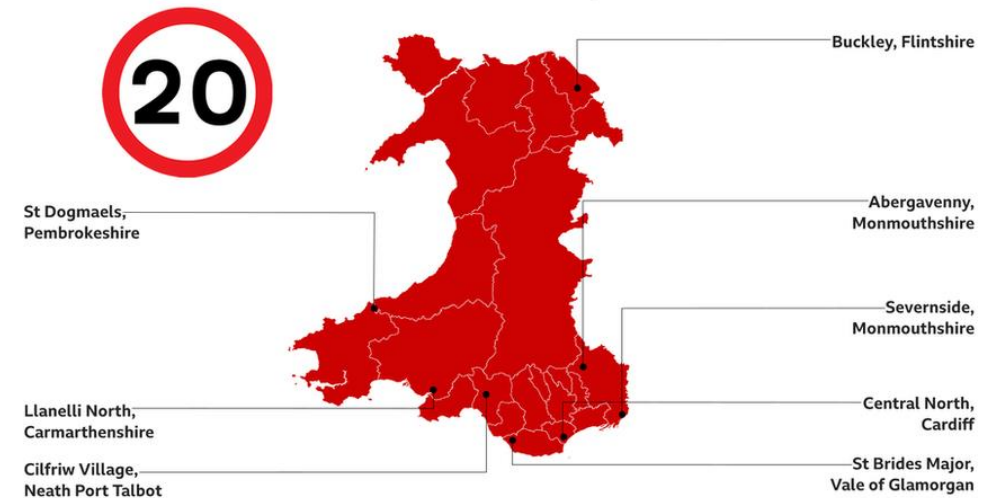
Welsh 20mph
Task Force Group
Final Report

July 2020



20mph pilot areas

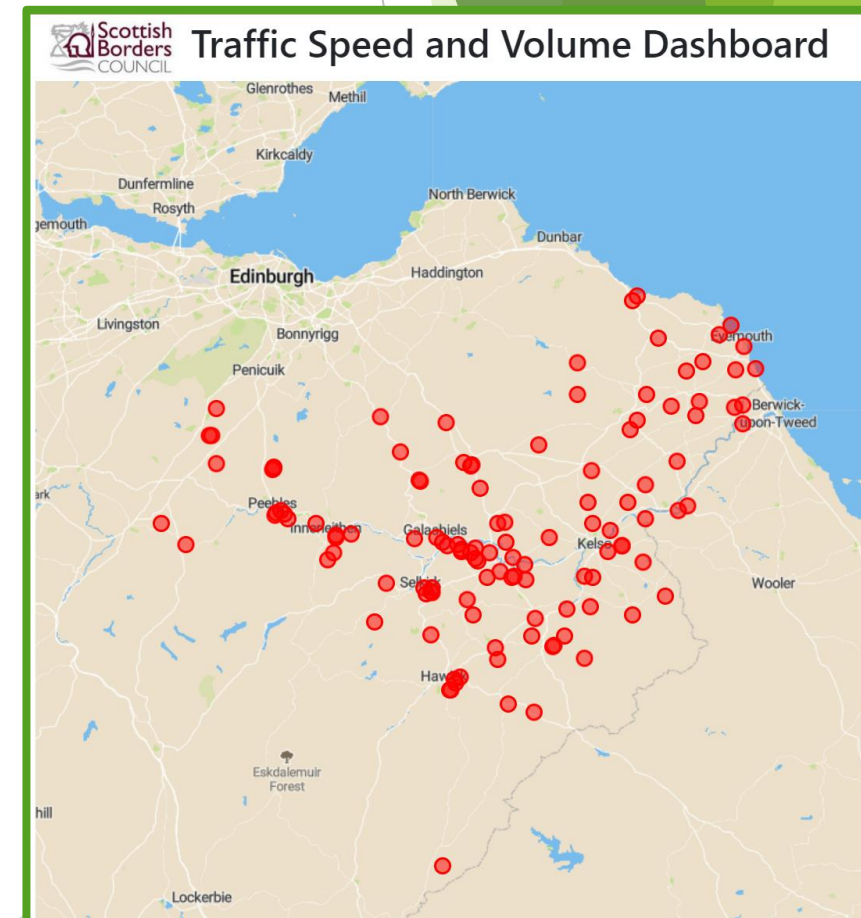
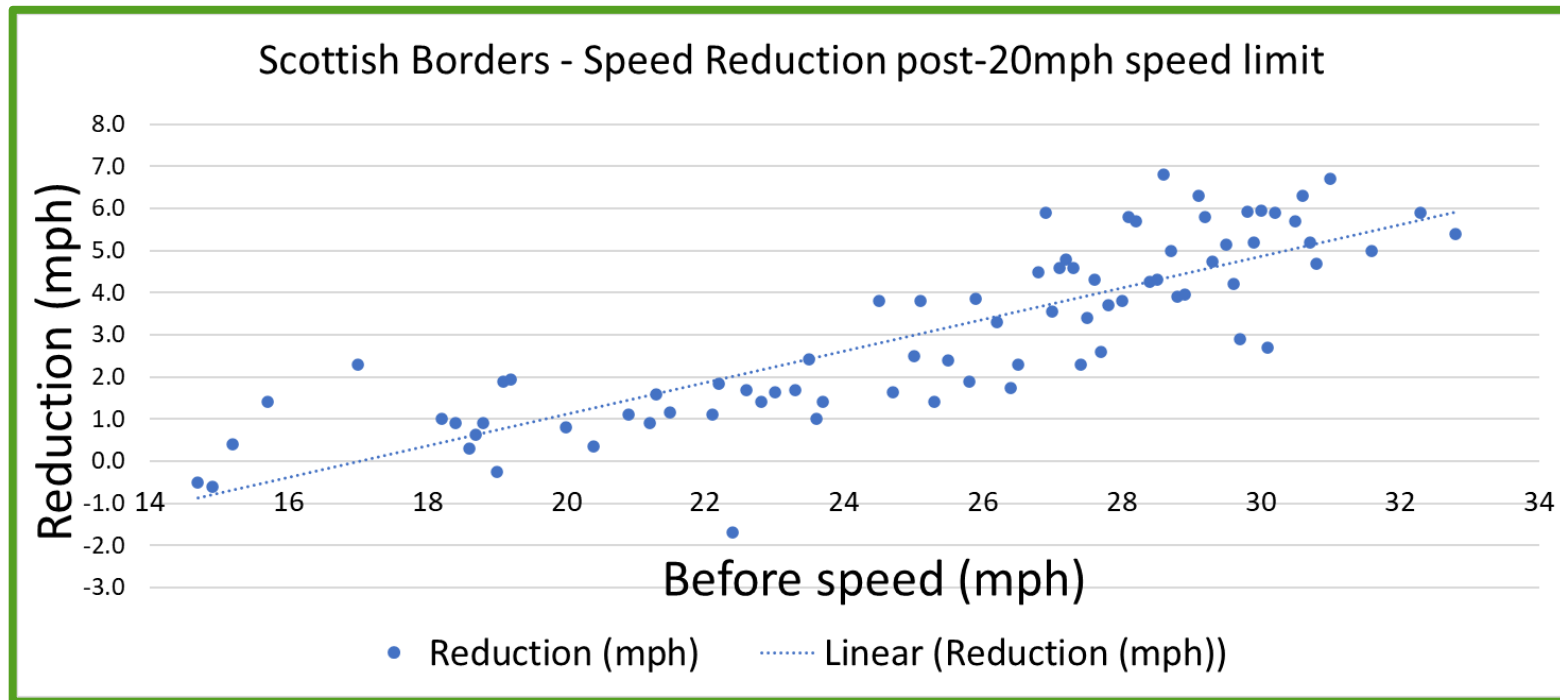
Phased start from this summer until the end of the year



Source: Welsh Government

BBC

Scottish Borders - 90 towns and villages



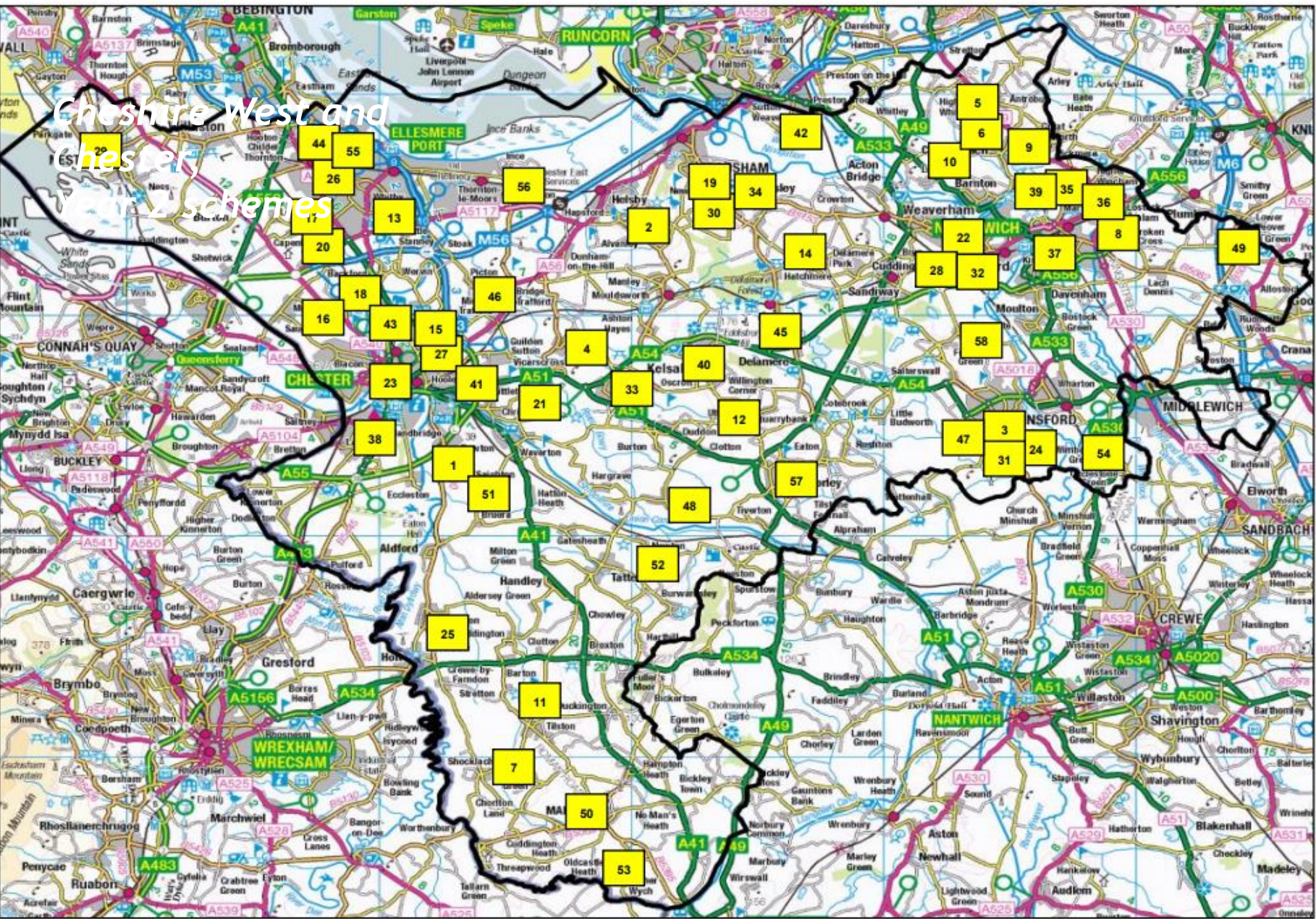
Cheshire West and Chester Council

- ▶ Began roll out of 20mph limit schemes January 2017
- ▶ 4 year programme - 223 potential sites identified
- ▶ 125 schemes implemented in first 3 years
- ▶ Total cost £616k, avg £5k per scheme
- ▶ Evaluation, end of Year 3
- ▶ -43% all collisions, -14% Killed and Seriously Injured
- ▶ Monetised benefit £3.5m



Cheshire West
and Chester

Location Plan of all 20mph schemes delivered within the third year



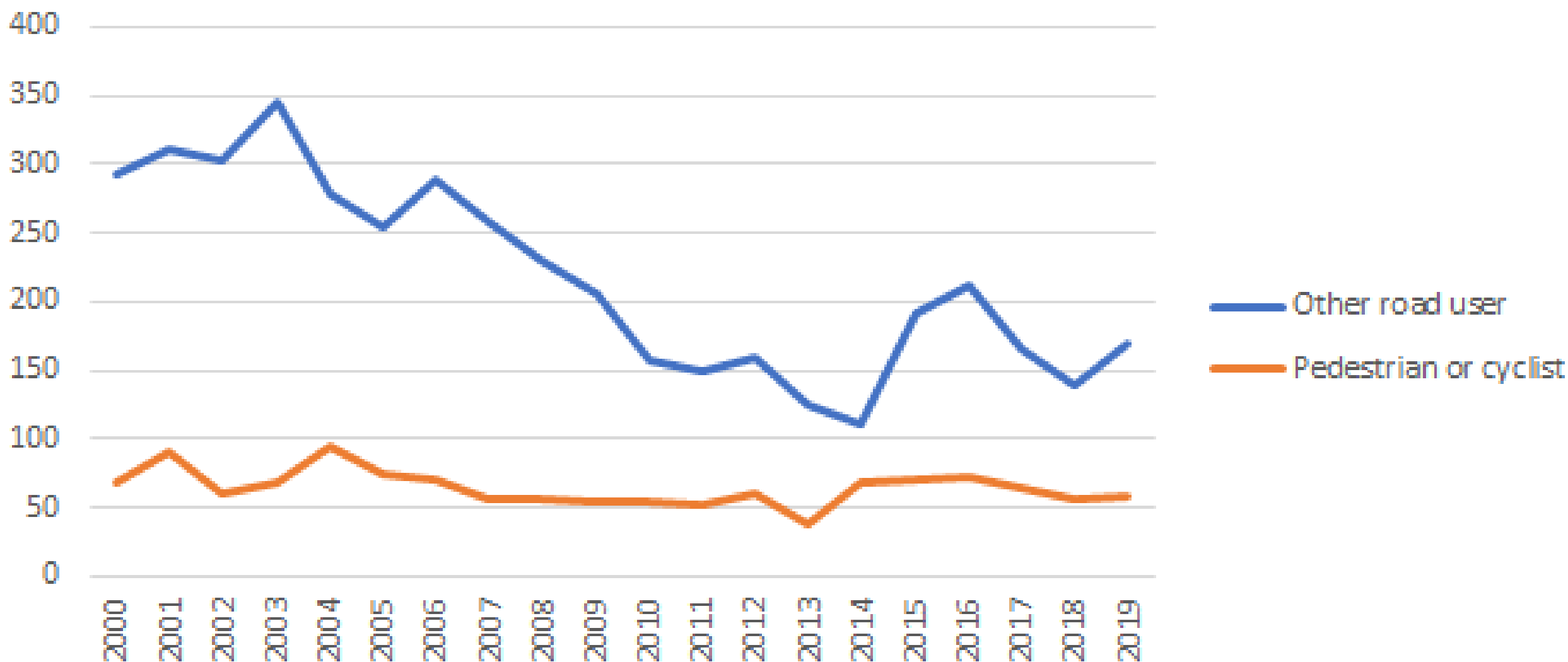
Oxfordshire County Council

- ▶ Resolved (unanimously) 8 December 2020 (edited):
- ▶ Currently, 20mph limits are only put in place where average speeds are already at relatively safe levels (24mph). **This is perverse and sends the wrong message to drivers about the dangers of speeding**
- ▶ This County Council supports the premise that 20mph is the optimum speed limit in built-up areas

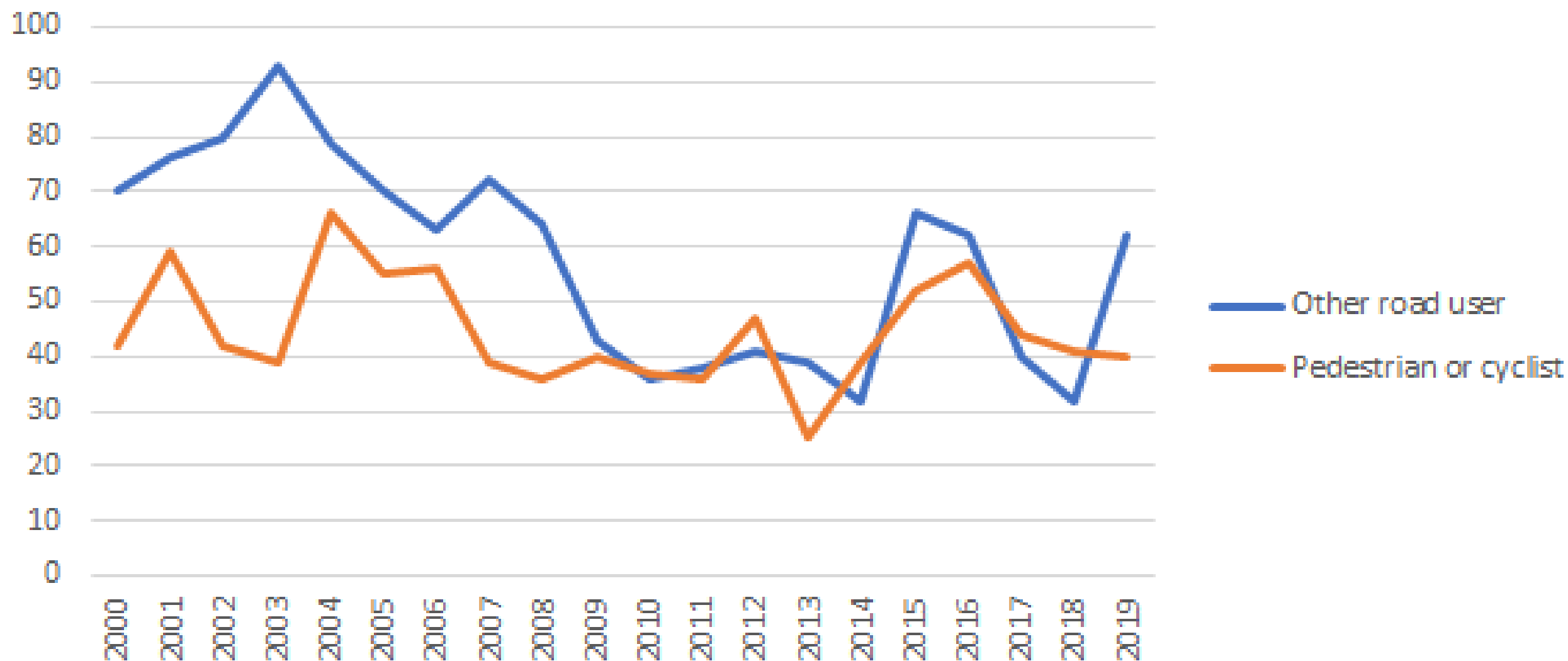
And in Staffordshire?



KSIs Staffordshire - all speeds



KSIs Staffordshire - 30mph



Meeting with Councillors Williams and Wilson, 8 Feb 2021

- ▶ No objection to proposals for local 20mph limits
- ▶ Subject to local support
- ▶ But no funding available
- ▶ Therefore up to Parishes...
- ▶ Cllr Wilson supports desk top feasibility study in her ward (Kinver)





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OUR ROADS

LET'S MAKE THEM SAFER



Road safety issues

Staffordshire has one of the safest county council road networks in the country but we welcome and encourage feedback from communities in relation to matters surrounding road safety.

Some drivers choose to ignore speed limit changes leading to an increase in manoeuvres involving risk, such as overtaking or tailgating. Many drivers simply will not comply with lower speed limits and reductions are therefore unlikely to be successful without additional and sufficiently robust engineering measures, which understandably come at a cost that must be justified via objective data, such as accident trends and the causes of those accidents.

➤ Engineering-first approach - not consistent with current best practice



Report a Speeding Concern

The Partnership is keen to hear from any community that has concerns regarding speeding issues: please note, alongside Community Speed Watch, our assistance is primarily mobile safety (speed) camera enforcement.

If your request relates to a speed limit change, road layout alteration, signing issues or a possible engineering solution (i.e., one-way system, speed cushions, build-outs) please re-direct your concerns to the relevant highway authority ([Staffordshire County Council](#) or [Stoke on Trent City Council](#)).

 Visit our [Contact Us](#) page

 info@staffssaferroads.co.uk



Staffordshire Safer Roads Partnership 2019/20								
	2019/20 Budget - Final Outturn							
	Partnership Core Support	Prevention & Early Intervention Road Safety Education	NDORS Courses	Other Training	Enforcement Core Enforcement	Enforcement Third Party Enforcement	Community Engagement Speed Watch	Community Grant Fund
FTE	3.94	4.35	3.88	1.29	23.63	9.37	1.50	
Activations					50,505	27,922		
Notices of Intended Prosecution					37,382	17,971		
Course Referrals by Staffordshire					23,296	4,311		
Course Clients in Staffordshire			32,370					
	£	£	£	£	£		£	£
Employees	187,951	177,553	99,500	51,188	650,261	257,821	48,213	0
Accommodation	5,298	0	0	0	38,499	18,013	2,649	0
Travel	339	11,341	250	1,747	0	0	0	0
Vehicle Maintenance	0	0	0	4,754	18,699	0	4,987	0
Camera Maintenance	0	0	0	0	56,552	0	0	0
Software Charges	20,119	0	0	0	48,736	22,080	0	0
Equipment	0	5,226	0	947	0	0	1,151	0
Film Processing	0	0	0	0	10,000	0	0	0
Community Engagement Grants	0	0	0	0	0	0	0	67,638
Administration	34,090	1,754	18,151	14,035	124,006	64,441	100	0
Course Trainers	0	0	444,013	4,864	0	0	0	0
Course Venue Hire	0	0	165,491	279	0	0	0	0
Events	0	0	0	5,536	0	0	0	0
NDORS Cost Recovery	0	0	1,586,823	0	0	0	0	0
Quality Consistency	0	0	0	0	0	0	0	0
Payment Processing Charge	0	0	156,404	0	0	0	0	0
Publicity	9,150	0	0	15,310	0	0	0	0
Total Revenue Expenditure	256,946	195,874	2,470,632	98,660	946,752	362,356	57,101	67,638
Core Support								
Funded By:								
Referral Income	0	0	0	0	(1,045,514)	(194,000)	0	0
Course Client Income	0	0	(2,754,480)	(2,895)	0	0	0	0
Highways England	0	0	0	0	0	(391,774)	0	0
Network Rail	0	0	0	0	0	(194,172)	0	0
Net In-Year Cost / (contribution to Partnership activities)	256,946	195,874	(283,848)	95,765	(98,762)	(417,590)	57,101	67,638
Reserve b/f								(1,182,513)
Reserve c/f								(1,309,389)

SSRP Reported £1.3m reserve in 2019/20

Local Authority calculator	Local Authority		Staffordshire excl Stoke on Trent	
	Cost per head		£5.00	Note 3
	Streets covered		75%	Note 4
	Casualty savings		20%	Note 5
	All roads	30mph roads		Note
DfT reported road casualties in Staffordshire excl Stoke on Trent in 2019	1,319	670	51%	1
Of which: Killed		10		
Seriously injured		92		
Slightly injured		568		
Cost of reported casualties	£116.4m	£51.3m	44%	2
Including medical and ambulance		£2.2m		
Cost per person in Staffordshire excl Stoke on Trent		£59		
Cost per person to implement 20mph		£5		
One-off implementation cost @ £5 per person		£3.3m	Covers 75% of the population	
Expected casualty reduction of 20%		101	(all severities)	
Expected annual benefit		£7.7m	Based on 20% casualty savings	
Payback (months); first year IRR; 5 year benefit		5.1	233%	£35m

Reducing speed limit to 20mph on 75% of Staffs Roads:

- Cost £3.3m
- Benefits £51m
- Payback in 5 months



Our ask:

- ▶ Scrutiny Committee to:
 - ▶ Establish Staffordshire's current policy on 20mph limits
 - ▶ Consider range of future policy options
 - ▶ Identify what needs to be done to bring policy up to UK best practice
 - ▶ Consider potential funding sources and budget

- ▶ 20s Plenty would be very happy to assist the Committee in this work



Thanks

