

20's Senseless Campaign

Alliance of British Drivers

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20 Senseless (Revised 23-Sep-19)



1

Agenda



- Why 20 MPH Speed Limits are a waste of money which would be better spent on other road safety measures.
- How to oppose them.
- How to build local opposition.
- How to counter the misinformation and lies of 20s Plenty and others.



2

20 MPH Speed Limits are Senseless

- 20 MPH speed limits are senseless because they do not improve road safety and have no other benefits whatsoever.
- The Department for Transport (DfT) released a report in 2019 that shows there is no road safety benefit whatsoever from signed-only 20 mph schemes. In addition they have negligible impact on modal shift or on traffic speeds. See <https://www.gov.uk/government/publications/20-mph-speed-limits-on-roads>



3

DfT Report

"The evidence available to date shows no significant change in the short term in collisions and casualties, in the majority of the case studies (including the aggregated set of residential case studies)."

"Journey speed analysis shows that the median speed has fallen by 0.7mph in residential areas and 0.9mph in city centre areas."

"The majority of resident (about two-thirds) and non-resident drivers (just over half) have not noticed a reduction in the speed of vehicles, and do not perceive there to be fewer vehicles driving at excessive speeds for the area."



4

Cost/Benefits

The cost of even a small local area 20 MPH scheme is over £100,000, so millions can be spent for one local authority or London borough. It's mainly the cost of putting up signs.

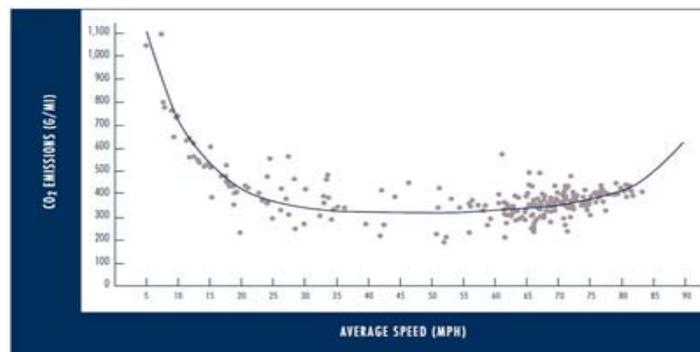
If that money was instead spent on other road safety measures, lives and casualties would be saved.

Those who advocate spending money on 20 MPH schemes are killing people!

5

20 Increases Emissions

From National Infrastructure Commission
Congestion Problem Definition Report



6

Encouraging Modal Shift?

Claims that 20 MPH speed limits encourage people to get out of their cars and cycle or walk more are not substantiated by any evidence.



Auckland Road, Croydon

7

Forgetting History

Before 1930 Great Britain had a blanket 20 mph speed limit across the whole country. But road deaths in the year before this limit was abandoned were about 7,300 compared with about 1,900 in recent years.

They also fell in the years immediately after 1930 when they had been rising before.

8

How to Oppose

Local authorities (boroughs in London) and their councillors are the key.

You need to educate councillors and council staff.

You need to monitor local council road safety initiatives and proposals for such schemes and intervene early on!

You need to monitor local pressure groups and get involved in local amenity societies.

Get the local media on your side by reasoned argument.



9

London Borough of Bromley

20s Plenty active there – just a very few individuals.

The policy adopted by Bromley Council in their recent Transport Local Implementation Plan is that “the cost of a Borough wide approach would mean that resources would be diverted from schemes that tackle actual hot spots and priority areas that require more significant engineering measures”. They only support 20 mph limits in targeted areas, e.g. where there are particular dangers and vehicles speeds are already low.



10

Chislehurst

Chislehurst is part of Bromley.

The Chislehurst Society has 4,000 Members (registered charity).

One Committee Member promoted 20s Plenty – put article in their newsletter and ran an event.

I requested the Members' Register to write to all Members and gave them the facts.



Education and Pre-emption

You need to educate local opinion makers.

You need to pre-empt proposals before they get far.

Assistance

More information on this web site:

www.20sSenseless.org

Contact the ABD (Brian Gregory) for assistance to develop a local campaign.

13

Questions



14