



**Northern Ireland
Assembly**

COMMITTEE FOR REGIONAL DEVELOPMENT

Please use this form to submit written submissions in relation to the Roads Traffic (Speed Limits) Bill. Return to committee.regionaldevelopment@niassembly.gov.uk

Name: Rod King MBE Campaign Founder and Director

and

Anna Semlyen, National Campaign Manager

Organisation: 20's Plenty for Us

Date: 28 April 2015

1. 20's Plenty for Us is the UK-wide National campaign for a default 20mph limit in built up areas. Formed in 2007, 20's Plenty for Us are leading UK experts on 20mph limit matters, having worked exclusively on 20mph limits with 255 campaign branches and numerous Local Authorities for over 7 years. Over 14m people in the UK live in an authority with a Total 20mph default policy. In 2013 Rod King was honoured with an MBE from the Queen for services to road safety and work with 20's Plenty for Us.
2. We are delighted to comment on the Roads Traffic (Speed Limits) Bill. That residential roads should have a 20mph speed limit is our single focus and we wholeheartedly welcome this speed limit reducing Bill and its aims.
3. There is compelling public health evidence that 20mph is the right speed limit for Northern Ireland's built up areas. 20mph is safer and so raises exercise and active travel. Also cleaner. Many other NGOs are calling for 20mph to become the national urban speed limit. There is wide community support for 20mph limits and after implementation this has risen wherever implemented.
4. A speed limit scrutiny is an opportunity to look afresh. What are built up, lit or 'restricted' roads for? The vast majority are for people to live in, walk along, cycle and shop: i.e. for everyone to reach their everyday local destinations. Very few are primarily for fast motorized traffic movement. 20mph is safer, fairer, less polluting and more popular than 30mph for community roads. People are 7-10 times more likely to survive a crash. As well as injury prevention 20mph promotes healthy exercise and long term savings to health and social care costs.

5. Over half of the largest UK 40 urban authorities already have a default 20mph limit or policy. Such places as Manchester, Liverpool, Edinburgh, York and Birmingham have democratically agreed 80+% of roads at 20mph. And this not only includes urban conurbations (75% of Inner London boroughs) but also counties with villages in rural areas such as Lancashire.
6. We would like to point out that, where 20mph is normal, it saves money and street clutter to not use repeater signs on such roads. In most countries using 30km/h (18.5mph) limits for residential streets repeater signs are not used. In the UK it is a relic of an age when 20mph limits were the exception rather than the rule. A Northern Ireland default limit of 20mph for residential roads would be better for residents, save public funds and set the maximum driving speed at 20mph where “people are” and only going faster in those exceptions where it is deemed appropriate.
7. We would normally suggest the setting of 20mph limit for restricted roads and then determining those exceptions where a 30mph limit would be appropriate. We can equally see the administrative benefit from being able to **define a new class of “residential” road which will automatically include any unclassified restricted road.** This has clarity to drivers and communities. However, there will be many high streets and others which are “restricted and classified roads” where a 20mph limit would be far more appropriate than a 30mph limit, and would suggest a mechanism for deciding these and providing adequate signage should be anticipated.
8. We are pleased that the Explanatory and Financial Memorandum does not recommend a 20mph traffic calmed zonal approach as in Option 1.
9. We support Option 2 **as listed in section 10 of the Road Traffic (Speed Limits) Bill** Explanatory and Financial Memorandum- that all restricted unclassified roads would become 20mph through enactment of the proposed legislation. Exemptions would be determined via a Departmental order-making power. This approach was deemed to be the most comprehensive approach. We also expect it to be the most effective in terms of clarity and establishing social consensus, as well as the most economic.
10. We support the delayed commencement date to facilitate a public awareness campaign and to ensure driver awareness of the change in legislation.
11. We recommend spending at least 20% of the capital scheme costs on a public awareness campaign targeting communities. Further that this campaign be led by public health marketing specialists able to better explain the benefits of 20mph to communities (including drivers) to encourage them to want to comply to improve their own and especially children’s health (other marketing experts promoting 20mph eg in Liverpool have found benefits to child protection are the top motivator for drivers to comply with 20mph limits). We recommend that this become integrated with the DoE’s “Share the Road To Zero campaign” towards zero road deaths.

12. In the UK, the Traffic Signs Regulations General Directive requires signing changes to speed limits currently requires large 60cm roundels where limits change and smaller 30cm repeater signs or carriageway roundels to remind drivers on the 20mph roads every 100 metres.
13. One of the major costs of implementing 20mph limits in England has been for repeater signs. As there is no mention of repeater signs in the bill, we assume that in exactly the same way that the lighting on a street currently defines the 30mph speed limit then the similar approach of "lighting and being unclassified" will intrinsically define the 20mph limit which will be further signed at any limit boundary changes. Consideration could be given to placing 30mph repeater signs on any roads which will remain as "restricted" roads either by lighting or designation. Whilst this will add to the overall cost it would re-enforce the idea of 20 as a norm and only going faster where appropriate, allowed and signed with repeaters.
14. It is indeed "Time for 20" for Northern Ireland's communities. It can be done very cost effectively by recognizing that 20mph is the default for most lit roads. It is in-line with the developing trend in England for residential streets to have 20mph limits. This bill should be supported as both progressive and pragmatic.
15. Rod King MBE has worked directly with most of the many UK traffic authorities implementing authority-wide 20mph defaults. He is regularly asked to present at road safety and active travel conferences throughout the UK and Europe. Last month he was a key speaker at the Road Safety Authority conference on child safety in Dublin. He would be pleased to provide his experience and knowledge to the committee in oral evidence and answering any questions from committee members.
16. Thank you for reading our submission.

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