

Healthier

Safer

Cleaner



## Frequently asked questions

# Tonbridge

### Does 20mph work?

**Yes.** Lower limits reduce speeds and road casualties. The National Institute for Health and Care Excellence (NICE), World Health Organisation (WHO) and Global Network of Road Safety Legislators recommend 20mph where people and motor vehicles mix.

### Is 20mph popular?

**Yes.** Surveys consistently show 2 in 3 people support 20mph and is more popular once implemented.

### How many road casualties justify 20mph?

There is no need for a history of casualties in an area to introduce a 20mph limit. The World Health Organisation and other bodies recommend 20mph limits in areas where cars and people mix.

### Do 20mph limits reduce casualties?

**Yes.** Evidence from other schemes shows that casualties typically fall by around 20%. For example, casualties reduced by 23% in Bath after implementing 20mph.

### Do drivers obey 20mph limits if not enforced?

Many do and Department for Transport (DfT) evidence shows that lower limits reduce speeds. In addition, in Bristol, more people observed 30mph limits as well, after 20mph areas were introduced.

### Is 20mph enforceable?

As with all speed limits the police can enforce 20mph. Speed assistance technology in new cars by 2022 will automatically increase compliance.

### Do drivers ignore 20mph without traffic calming?

Most comply. Small speed reductions over wide areas bring more benefits than a narrow focus on specific places. Signs, lines, staggered parking bays, planters can help people observe lower speed limits.

### Can A and B roads be 20mph?

**Yes.** 20mph already exists on many A roads. In order to exclude a street from a 20mph scheme, the Highway Authority must show that it has considered the needs of pedestrians and other vulnerable road users.

### How does 20mph impact pollution?

Less accelerating / braking reduces particulates. NICE recommends 20mph without speed humps for better air quality, less noise, vibration and road wear.



# Frequently asked questions

## Is 20mph expensive?

At £5 - £10 per head, depending on the specifics of the scheme it's good value for money. Fewer casualties and more walking and cycling mean that many schemes pay back in less than a year.

## What's the effect on business of 20mph?

Businesses thrive where it is safe to walk and cycle and more money is available to the local economy.

## How much do speeds typically reduce when 20mph is implemented without physical calming?

Although there is often little change on very low speed streets, faster roads see larger reductions. For example, Bristol saw speeds reduce by 4mph and Portsmouth by 7mph.

## What impact does 20mph have on overall trip times / bus timetables?

Almost none. There is no significant increase in cross-town trip times. Many bus companies have found no difference in their journey times.

## Do pedestrians take less care in a 20mph limit?

**No.** Bristol, Edinburgh, Brighton and other places show that 20mph reduces casualties. A 1mph speed reduction on urban roads reduces casualties by 6%.

## Do you need speed humps for 20mph streets?

**No.** Many places have 20mph without physical calming even on faster roads. Where physical calming is needed, there are multiple alternatives, apart from speed humps.

## Is 20mph just an income generator?

This scheme is about delivering benefits such as lower pollution and safer streets rather than income for local authorities or the police. Any fines levied go to the Treasury. More commonly, drivers that break speed limits receive warning letters or attend a speed awareness course.

**Find out more at:**  
[kent.gov.uk/tonbridge20mph](http://kent.gov.uk/tonbridge20mph)



## Further reading and references

### For more information about our research into the benefits of these schemes please visit these websites:

- ‘20mph Research Study – Process and Impact Evaluation Headline report’ (Nov 2018) – DFT Atkins Report <https://www.gov.uk/government/publications/20-mph-speed-limits-on-roads>
- ‘Managing Speed’ – World Health Organisation (2017) WHO Reference No: WHO/NMH/NVI/17.7 <https://www.who.int/publications/i/item/managing-speed>
- ‘The Bristol Twenty Miles Per Hour Limit Evaluation (BRITE) Study’ (2018) BRITE report from Paul Pilkington <https://uwe-repository.worktribe.com/output/875541>
- ‘Setting Local Speed Limits’ study (2013) includes research from Taylor, Lynam and Baruya, (2000). <https://www.gov.uk/government/publications/setting-local-speed-limits>
- ‘Welsh 20mph Task Force Group’ (2020) from Phil Jones <https://gov.wales/20mph-task-force-group-report>
- ‘Before and After Research into the implementation of 20mph speed limits in South Edinburgh’ (2013) from City of Edinburgh Council <http://www.niassembly.gov.uk/globalassets/documents/regional-development/road-traffic-speed-limits-bill/research-papers/final-20mph-after-study-report-v6-190913.pdf>
- The General Assembly of the UN has set a new target to reduce road deaths and injuries by 50% by 2030 in its 2nd Decade of Action for Road Safety <https://undocs.org/en/A/RES/74/299>
- In doing so, it endorsed the Stockholm Declaration from the 3rd Global Ministerial Conference on Road Safety in February 2020. <https://d3n8a8pro7vhmx.cloudfront.net/20splentyforus/pages/481/attachments/original/1582491404/stockholm-declaration-english.pdf?1582491404>
- Para 11 from Stockholm Declaration  
“Focus on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries”

