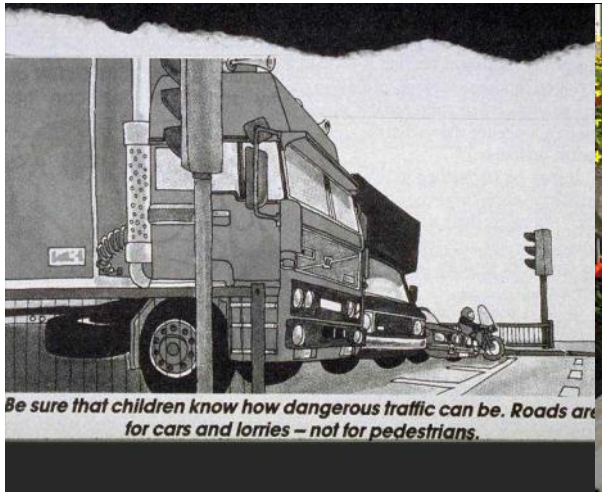
Living Streets

Slower speeds, sociable streets: where next from 20mph?



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Living Streets

Living Streets is the national charity that stands up for pedestrians.

With our supporters we work to create safe, attractive and enjoyable streets, where people want to walk.

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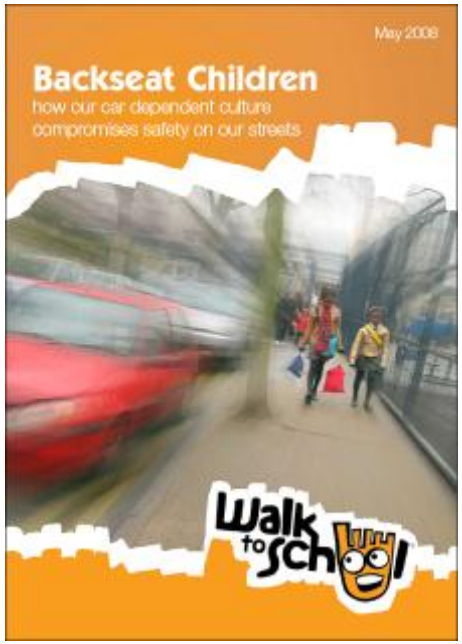
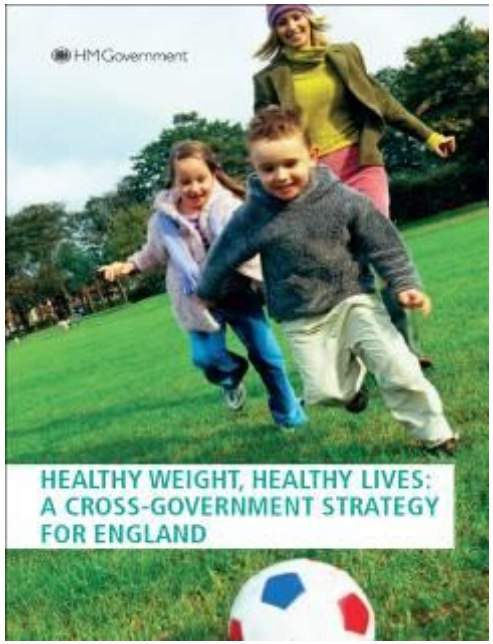
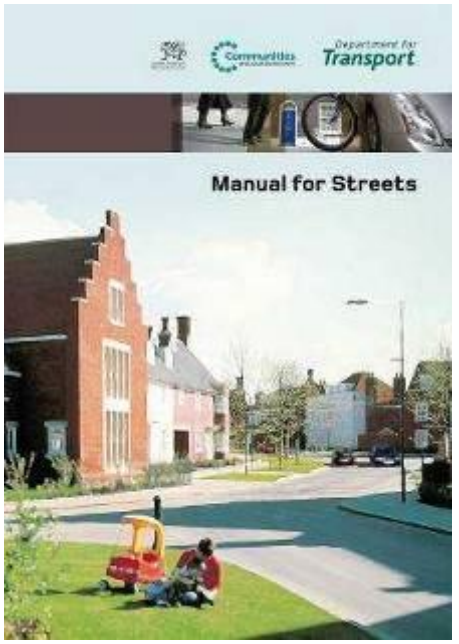
Influencing policy at a national, regional and local level







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Delivering projects and campaigns

Walk to School 2009

STEP up .org.uk

walking works

BIG LOTTERY FUND

LOTTERY FUNDED

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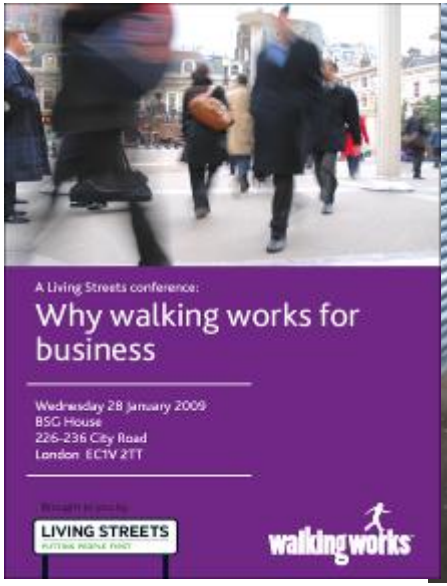
Supporting local delivery



Local Groups

Conferences & Training

Consultancy Services

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New challenges and opportunities

- Central government: anti-regulatory environment - new guidance should clarify LAs' freedom
- Local government: less money, more power, less central reporting, public health integration – new motivations and incentives
- Public: how to make these issues appeal to new audiences?

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20

More sociable?

- Cities with extensive 20mph are transformed “from being noisy, polluted places into vibrant, people-centred environments, with significant levels of walking, cycling and public transport” (Commission for Integrated Transport, 2001)

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- Sauter and Huttenmoser (2006) – Basel, Switzerland – 13% increase in people ‘lingering’ in 30kph street

- Hart (2008) – traffic volumes have profound effects on social networks

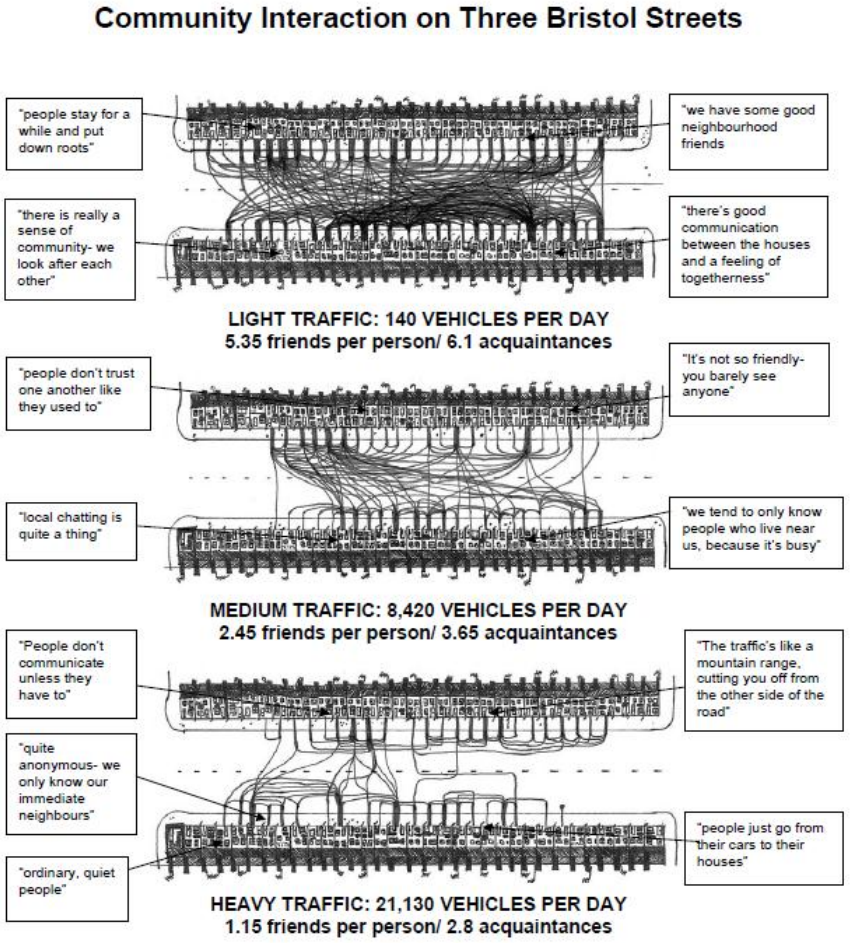

Figure 4.6 Community interaction on three Bristol streets: lines represent friendships or acquaintances, dots represent where people are said to gather and chat.

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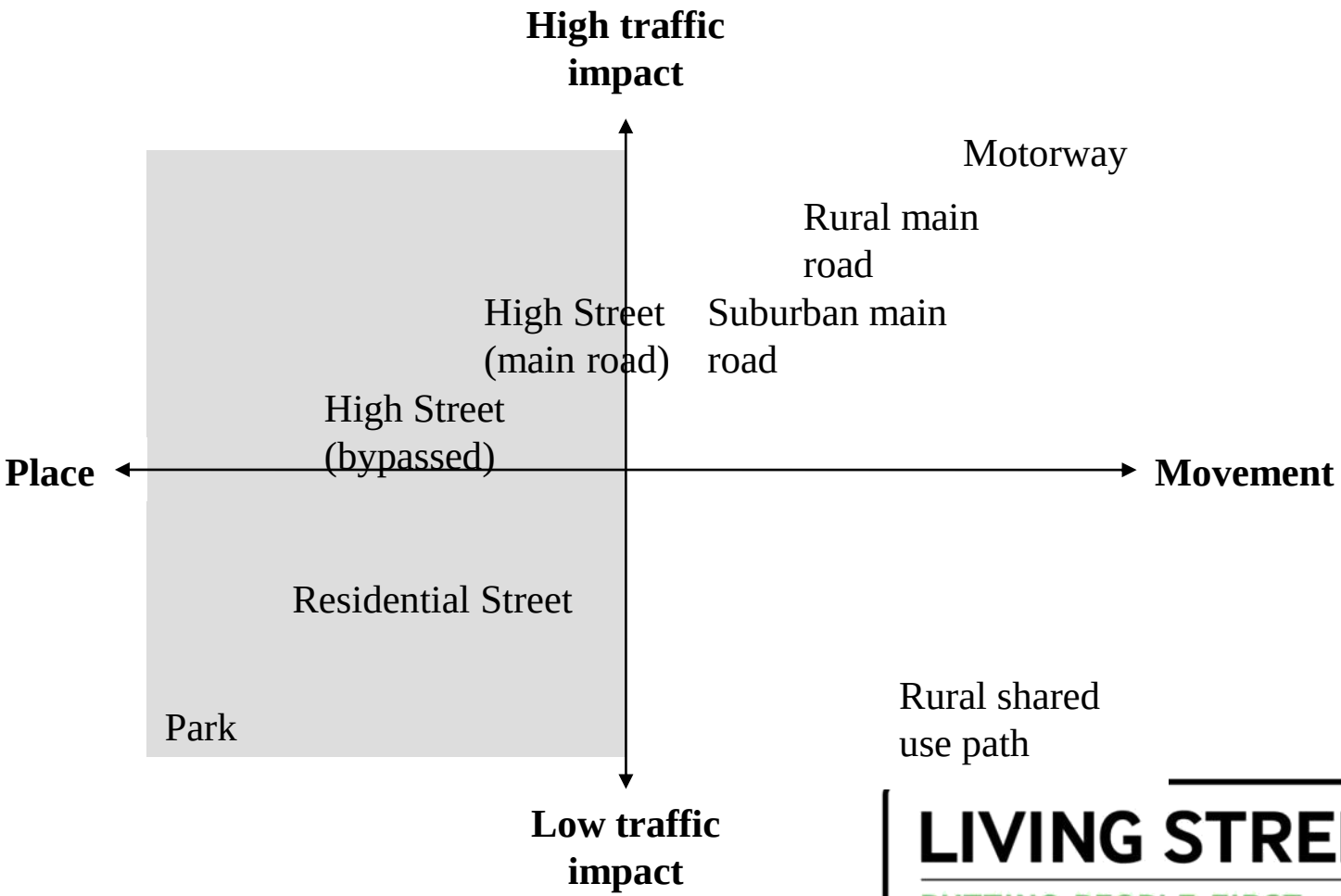
More sociable?

- Children's travel and play habits
- 36% of children fear cars travelling too fast (Living Streets 2011)
- Health and environment benefits but also active engagement – knowing the lollipop lady's name (Living Streets 2008)
- Portsmouth 20mph – 72.5% of children walking to school


High traffic impact
Motorway
Rural main road
High Street (main road)
Suburban main road
High Street (bypassed)
Place
Movement
Residential Street
Park
Rural shared use path
Low traffic impact

More sociable?

- But possible to make an area 20mph without changing its position on the movement / place spectrum...

20
EN06 XCE

Building on the success of 20mph

- Poor crossing facilities – formal and informal

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7.5t
7.5t
H
A&E
Kingston Cemetery
Crematorium
LC10 JYA
LD03 JMV
KC53 HUK

Building on the success of 20mph

- High traffic volumes, some inappropriate

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FY03 AUX

W935

20
EN06 XCE

Building on the success of 20mph

- Lack of natural enforcement – low adherence to limit

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Humps for
500 yards

Building on the success of 20mph

- Road space allocation dominated by cars – pavements narrow and poorly maintained

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Building on the success of 20mph

- Clutter!

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20
ZONE
Grove
Area
Controlled
ZONE
7.5t
20
ZONE
Mon-Fri
8.30am-6.30pm

20
20
OAD
SED
Diversion

20
food

SOLD

Building on the success of 20mph

- Good foundation:
  - relatively high pedestrian usage of street
  - good public transport accessibility
  - high level of walking to nearby school
- But still car dominated
- Addressing these issues may help to boost social benefits of 20mph – and boost safety benefits too

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Julian Road, Bath

- Longstanding problem near primary school
- 9 KSIs 1998-2002
- Variety of traffic calming measures tried in late 90s / early 00s with no measurable impact
- Layout made better crossings difficult
- Reluctance to walk / cycle to school

30
6
4

Thanks to Ben Hamilton-Baillie

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Julian Road, Bath

- Zero recorded collisions in 3 years following implementation of full scheme
- Speeds down by 6mph in more recent study

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Thanks to Ben Hamilton-Baillie

Some thoughts...

- Positive social story on 20mph
- Part of cultural shift – e.g. from zones to limits
- Need for complementary approaches – e.g. Poynton
- Widening acceptance of 20mph → widening acceptance of need for better streets

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Some thoughts...

- Tidy up
- Declutter
- Relocate and merge functions
- **Re-think traffic management options**
- Re-create the street

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Some thoughts...

- If you’re going to do one thing – do 20mph
- Added social benefits to be gained from additional modal shift
- 20mph as a building block of ‘safe, attractive, enjoyable streets, where people want to walk’

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Thank you

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