

# City of London Celebrates 20mph Limit from 20<sup>th</sup> July

Press Release July 2014 [www.20splentyforus.org.uk/Prel/COL1.pdf](http://www.20splentyforus.org.uk/Prel/COL1.pdf)

**The City of London Corporation will implement a 20mph limit on all its roads from 20<sup>th</sup> July. The square mile's new lower limit will improve safety and the quality of life in the Capital's financial hub.**



Last September the City of London's Common Council voted for an area wide 20mph speed limit principally to protect workers and visitors. By doing so, the City of London firmly demonstrated its commitment to improved road safety and public health on its streets. Slower speeds create a healthier environment for everyone, particularly those walking and cycling. Casualty savings of between 8–9% per year are predicted.

Research found that across the 1.6 mile widest part of the City journeys would take less than a minute extra.

As part of the promotion of the new speed limit, cyclists will be offered free 20mph branded rucksacks and children will be forming a 20mph sign in Guildhall Yard. @cityoflondon have tweets and press releases lined up to tell everyone the good news.

Over a quarter (9/33) of London Boroughs have committed to a wide-area 20mph speed limits either on their residential roads or all borough roads - Islington, Camden, Southwark, Haringey, Hackney, Waltham Forest, Lambeth, Lewisham and the City.

Jeremy Leach, 20's Plenty for Us London Co-ordinator said

*"Hats off to the City of London for bringing in their 20mph limit so quickly after approval from the Common Council and to TfL for supporting the City with 20mph limits on a number of the roads it controls. We hope that Westminster City Council will soon follow the City's lead and see that streets that protect the safety of residents, workers and visitors with slower speeds also work promote economic vitality and a better quality of life".*

Rod King MBE 20's Plenty for Us Founder commented

*"This is an excellent step forward for the financial core of our capital. With most of our iconic cities rejecting the national 30mph urban limit and adopting default 20mph with targeted 30mph policies then the government should recognise that the days of 20mph limits being rare exceptions requiring repeater signs are long gone. It should allow local councils the flexibility to simply sign the roads left at 30 and above. With this move by the City of London then it is surely Time for 20 as a national default limit for urban and village streets."*

Time for 20 asks the Department for Transport to allow authorities to sign exceptions to 20mph limits which can halve the cost of implementing 20mph limits.

**20's Plenty For Us campaigns for a 20mph default speed limit in residential streets without physical calming.**

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