

20's Plenty For Us - Press Release

20's Plenty For Us welcomes London's adoption of 20 mph as default speed limit for residential roads across London Borough's

20's Plenty



Where People Live

Yesterday's announcement from Transport for London that London borough councils will be able to implement 20 mph as a blanket speed limit across complete boroughs was welcomed by 20's Plenty For Us.

The new scheme allows boroughs to put in 20 mph limits with or without enforcement measures. Whilst major through routes will be exempt and still be set at 30 mph, the lower speeds in residential areas will bring fewer accidents and increased quality of life.

Ken Livingstone, Mayor of London said

"Twenty miles per hour speed limits save lives and make our neighbourhoods better. These measures will build on what we have already done so that the quality of life in our local neighbourhoods is improved for everyone. I think if you can say 20mph zones without the road humps there won't be any opposition."

London is following Portsmouth which already has 20 mph as the limit on all residential roads without the use of speed bumps. In fact 20 mph makes just a marginal difference in journey times which are invariably dictated by congestion rather than maximum speed.

The Parliamentary Advisory Council for Transport Safety says Britain's annual 3,100 road death toll would be cut by two-thirds to around 1,000 a year if all residential areas had 20mph limits.

Britain's default speed limit of 30 mph is 60% higher than that throughout most Northern European towns where far more citizens enjoy the opportunity to walk and cycle in greater safety. At the same time **UK pedestrians form a greater percentage of road fatalities (21%)¹ than any other EU country.**

Rod King of 20' Plenty For Us said :-

"This reflects the cultural change which has already been taking place in the UK. An increasing majority of the population now wants slower speeds in the streets where they live. The Audit Commission recently reported that 72% of drivers wanted 20 mph as the maximum speed for residential roads². Recent changes in Department of Transport Guidelines on setting local speed limits enable this to be done without the necessity for physical calming.

*Now is the time for other local authorities to follow the lead from Portsmouth and London in implementing 20 mph as a residential default speed limit. **Those who do not will be unnecessarily contributing to deaths in their own communities and Britain maintaining its European lead in pedestrian fatalities.**"*

20's Plenty For Us campaigns for Local Authorities to implement 20 mph as a default speed limit in all residential areas.

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¹ European Road Safety Observatory – Traffic Safety Basic Facts 2006 – Pedestrians, Table 3

² Audit Commission (2007) Changing Lanes: evolving roles in road safety, Audit Commission, London p15