

20mph National Urban Limit: A Plan for Total 20 by 2020

A 20's Plenty for Us Press Release March 2015

www.20splentyforus.org.uk/Prel/Total20by2020.pdf

With most of the UK's largest councils having rejected the "national 30mph limit" as unfit for purpose, its time for DfT to stop imposing unnecessary 20mph repeater signs as if they were exceptions. The DfT should announce a transition plan to a national 20mph norm to save millions.¹

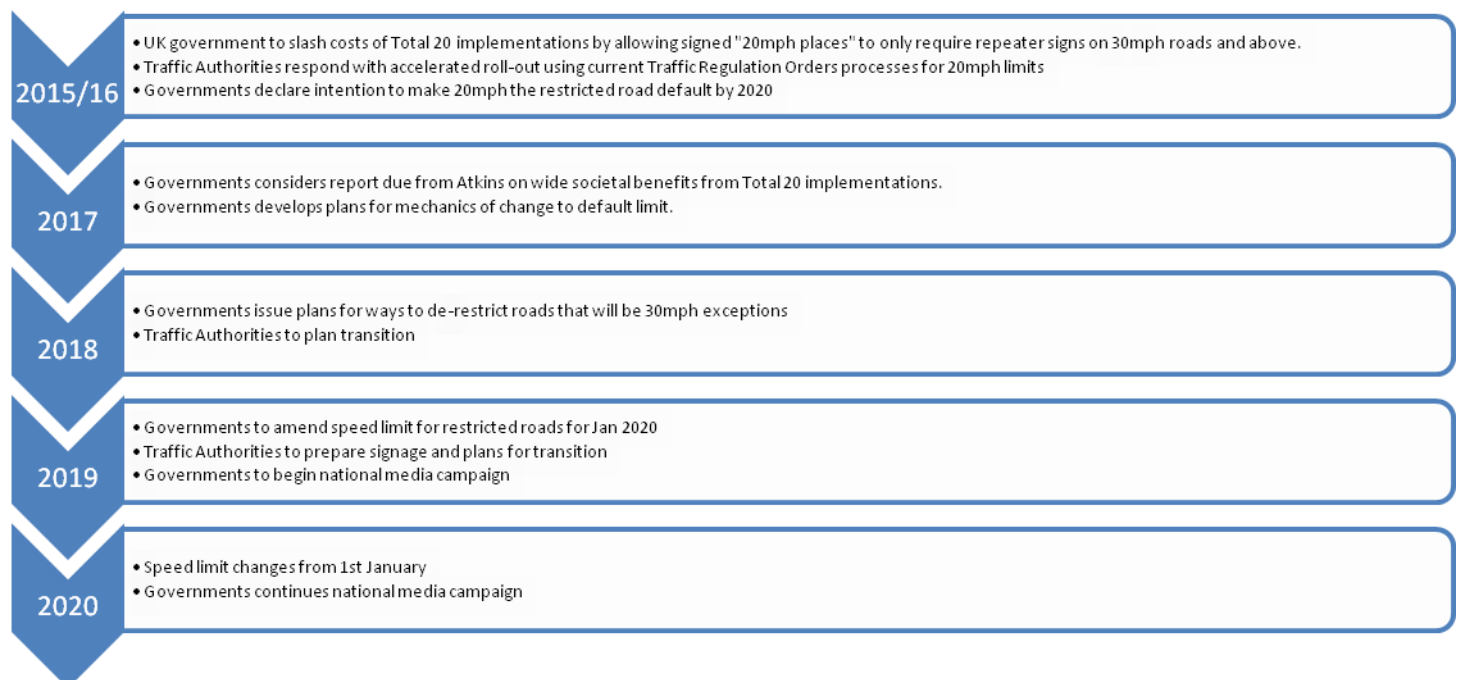
20's Plenty for Us

...making your place a better place to be

Councils have a responsibility to care for the safety and convenience of all road users including pedestrians, cyclists and disabled. Many Councillors and Public Health Directors are recognizing this responsibility and the popularity of creating a less car-dominated urban realm by choosing a default 20mph limit for streets and to better balance the roles of living and place (eg residential, shopping, learning) with traffic.

When 20mph was rare in built up areas in the 1990s it made sense to put repeater signs on the small number of 20mph streets. Now, for the majority of Britain's 40 largest Local Authorities and for two-thirds of Inner London Boroughs it is the norm. Rather than setting and signing 20mph as if it were an exception the government needs to plan a transition to national adoption of 20mph as a default limit for urban and village streets. Then repeater signs will only be required on those roads which are the exception and require speed limits of 30mph or above.

The government needs to announce an intention to move towards a default 20 and allow traffic authorities more cost effective signage by only requiring repeaters on exceptions above the 20mph default. 20's Plenty for Us puts forward a timetable to transitioning to a National 20mph Urban default.



Rod King MBE, 20's Plenty for Us Founder announced Total 20 by 2020 at the National 20mph conference *"The national 30mph is compromised and has been rejected by most of our larger and iconic places. DfT and governments already advocate wide-area 20mph limits for residential streets, high streets and those with high pedestrian and cyclist counts. Total 20 by 2020 is an achievable, smart aim for the DfT. But the government needs to stop dithering and imposing unnecessary costs on local authorities with signage and Traffic Regulation Orders that treat 20mph as an exception. It's time for Total 20 by 2020"*

¹ The full case may be viewed at <http://www.20splentyforus.org.uk/Briefings/National20.pdf>

20's Plenty For Us campaigns for a 20mph default speed limit in built up areas without physical calming.

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