

# 20mph for 50% of London's Roads for Pedestrian Safety

A 20's Plenty for Us Press Release - April 2014

[http://www.20splentyforus.org.uk/Press\\_Releases/20London14.pdf](http://www.20splentyforus.org.uk/Press_Releases/20London14.pdf)

**Two major pedestrian safety reports have underscored the vital role 20mph limits play to protect pedestrians from road danger. The Greater London Assembly Transport Committee wants half of London's roads to go 20mph by 2016.**

20's Plenty



Where People Live

On 31<sup>st</sup> March Transport for London (TfL) and the Greater London Assembly (GLA) published their draft *Pedestrian Safety Action Plan*<sup>1</sup>. The next day the GLA Transport Committee released *Feet First – Improving Pedestrian Safety in London*<sup>2</sup>. Both reports identify major risks and challenges for pedestrian safety. After years of decline, the numbers of pedestrians injured and killed on London's roads are on the rise. There were 69 pedestrian deaths and 1,054 seriously injured in London in 2012.

Excessive speed plays a significant role in both the number and severity of collisions involving vehicles and pedestrians. TfL and the GLA agree that a key policy option is to reduce speed limits from 30mph to 20mph to reduce pedestrian casualties and create a fairer balance between people and motor vehicles.

In a major shift of emphasis towards championing wide area slower speed limits, 20mph features in many recommendations and proposed actions:

- To investigate the scope to increase the percentage of London's road network that is covered by 20mph limits (from the current level of 19%) to **50%** by 2016 (Feet First).
- To identify the roads (whether managed by TfL or the boroughs) which are suitable for 20mph by September 2014 (Feet First).
- To trial and roll out 20mph limits on TfL managed roads (Red Routes) and encourage London boroughs to deliver more 20mph schemes (Pedestrian Safety Action Plan – proposal 11).
- To enforce 20mph speed limits more widely to ensure the safety benefits of lower speed limits for pedestrians are fully realised (PSAP – proposal 14).
- To trial Intelligent Speed Adaptation (ISA) technology on London buses (starting in 2014) with a view to rolling this out if it encourages greater compliance with speed limits (PSAP – proposal 7).

The Feet First report is truly radical by calling for a Vision Zero approach to road danger in London with a longer-term aim of eliminating road death and injury.

Jeremy Leach, London Campaign Manager for 20's Plenty For Us said:

*"London's authorities are signalling a real shift in their desire to tackle the pedestrian road casualty epidemic. For years the potential of slower speeds to save lives and prevent injuries to vulnerable road users has been well known. The shocking recent rise in pedestrian casualties on London's main roads has at last prompted action most notably in the call for a Vision Zero approach. 20mph limits will turn the tide and bring casualties down when backed up by safer road design, police enforcement and technology to ensure vehicles comply with the speed limit".*

<sup>1</sup> [https://consultations.tfl.gov.uk/streets/pedestrian-safety-plan/user\\_uploads/pedestrian-safety-action-plan.pdf](https://consultations.tfl.gov.uk/streets/pedestrian-safety-plan/user_uploads/pedestrian-safety-action-plan.pdf)

<sup>2</sup> <http://www.london.gov.uk/mayor-assembly/london-assembly/publications/feet-first-improving-pedestrian-safety-in-london>

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

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