

20's Plenty for Us says "It's time for 20". The DfT must modernise its speed limit signage rules.

Press Release May 2013

20's Plenty



Where People Live

At the 4th annual 20mph Places conference delegates heard the case for only requiring repeater signs on 30mph limits and above. Many cities have decided 20mph is the norm for lit streets. Less signs makes sense, saves money and clutter.

With Manchester joining many of the UK's other iconic cities (e.g. Oxford, Cambridge, Edinburgh, Liverpool, Bristol, Lancaster, York, Brighton and many London Boroughs) there are now 12m people living where a 20mph limit is agreed for most lit streets. With the DfT encouraging 20mph limits for residential streets it's significant that repeater 20mph signs are a major cost of implementation. Reluctance to buy unnecessary 20mph repeater signs is stalling some places from rolling out wide 20mph limits - a proven effective road safety policy. When most roads are set at 20mph, we say sign the few staying at 30mph! It would save millions of pounds, clutter and red-tape.

90 delegates at the National 20mph Places Conference (held in Coventry) from local authorities UK-wide heard that, whilst 20mph repeater signs were historically appropriate when there were small isolated 20mph limits, they are not anymore. The modern trend of authority-wide adoption of 20mph limits means that it is the 30mph limited roads that are becoming the exception.

20's Plenty for Us detects rising frustration in local authorities. Whilst central government asks for communities fit for 21st century aspirations for safety and active travel by implementing 20mph limits, at the same time, it requires outdated signage rules. Modernising signage regulations to save money and be effective is crucial. Councillors know that residents want public money spent intelligently.

Rod King, Founder and Campaign Director of 20's Plenty for Us said:-

"Local authorities are clearly saying "It's time for 20". We are in a transition from a "national" default of 30mph for lit streets towards one where soon the majority of our cities will have 20mph as the "norm". Local authorities would make huge savings in the roll out of 20mph limits if they were allowed to simply install repeater signs to the exceptions left at 30mph and above.

Local authorities can make strong representations to DfT to modernise rules and accelerate its anticipated signage review. They can demand the reversal of the repeater sign requirements as soon as possible. It's common sense and saves money. Local authorities should contact the Under Secretary of State for Transport, (Norman.Baker@dft.gsi.gov.uk) and ask him to bring the DfT signage review forward."

Editor's Note: Current DfT regulations do not allow 30mph repeater signs on lit roads, yet insist upon repeater signs, carriageway roundels or traffic calming for 20mph limits.

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

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