

20's Plenty to build for 2020

A real legacy to prepare for the 2020 Olympics

Press Release Aug 2012

After a successful Olympics that made us all proud of our capital city and Team GB, we need a legacy that will transform the opportunities for active travel for the children of today to become the medallists of 2020. Lowering our vehicle speeds where people live, work, learn and shop could transform the active travel opportunities for our nation.



As we celebrate what many have called the “the most successful Olympics yet” there is much talk of transforming that success into a lasting legacy to create a better Britain for the future. We have particularly celebrated the success of Team GB and their commitment to excelling in what they do. For so many the start of their sports career was “doing something active” in their teens and then continuing that with zest, commitment and passion. Yet it is a sad fact that for so many teens and younger the simple act of walking or cycling to school is deemed too risky for them to consider.

And the reason for those levels of danger is quite simply the way that we adults drive our motor vehicles around our communities at a speed and pace which would be record breaking if on foot but in a motor vehicle becomes life threatening. And in so many cases it is the sheer volume of that traffic which makes the speed between congestion points irrelevant.

In Britain we have one of the highest skewing of road deaths to pedestrians in Europe with 24% of all road fatalities being pedestrians and mostly in towns and villages. For cycle road danger reduction we were recently found to be 23rd worst in Europe¹. It is a sad fact that unless we change our ways over 65,000 pedestrians and cyclists will be killed or seriously injured on our roads between now and 2020. Of those 4,500 will die².

But a real change has already started; some of our most iconic cities³ have already decided that the national urban limit of 30mph does not meet the needs of their communities for the vast majority of their roads. They already have or are implementing 20mph speed limits as the default for all residential roads and where there are walkers and cyclists. And in those communities they are really challenging themselves to make better use of the roads in a fairer way that allows not only children but everyone to feel they can walk or cycle to school, work, or shops.

And the benefits are enormous in reducing the huge costs of obesity and an inactive lifestyle that weigh so heavily on the same NHS that was so celebrated in the opening ceremony.

Rod King, Founder of 20's Plenty for Us commented:-

“If we want a real legacy from 2012 then it should be one which benefits the health and active lifestyle of us all. Our communities need to be places where people feel safe to choose to walk or cycle. We have already started in some of our most iconic cities and now it's time for safe walking and cycling to be rolled out throughout the country. We call on the government to play its part to ensure that safer active travel can be a lasting legacy from London 2012. Let's make the 20mph limit the default for where people walk, cycle, shop or go to school across the whole country.”

¹ ETSC PIN Report Fig 3 http://www.etsc.eu/documents/ETSC_Flash19_unprotected_road_users.pdf

² Based on DfT 2011 road casualties

³ Includes Oxford, Cambridge, Liverpool, Bristol, York, Edinburgh, Bath, Newcastle, Portsmouth, Brighton and the whole of Lancashire and NE Somerset

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**20's Plenty For Us campaigns for a
20mph default speed limit in residential
streets without physical calming.
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To find out more then please contact us**

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