



# 20's Plenty For Us in Portsmouth

## Authority wide scheme



- Speed Limits not zones
- No expensive humps or bumps
- Police support
- Excluded main and arterial roads

## Cost effective



- Cost just £475,000
- 1,200 roads converted
- Only 6 traffic orders
- Completed in 9 months

## Creates a community-wide commitment to road safety



- Leaflets for every school child
- Catalyst for public debate
- Empowers walkers and cyclists

## Mean speed dropped by 3mph



- Authority wide - benefits all
- Public support from communities
- Police support and enforcement

## Consultation and education



- Community support
- Councillor response
- Officer commitment

## [www.20splentyforus.org.uk](http://www.20splentyforus.org.uk)



For information, resources, reports,  
news and campaign contacts.



## 20's Plenty For Us

The national campaign for a default 20 mph speed limit for residential roads

### For better Quality of Life



- Reduces noise and pollution
- Reduces road dangers
- Increases child mobility
- Allows 'modal shift'
- Regains streets for people

### Available in your town



Why not join the other towns who already have 20 mph as a default for all residential roads without speed bumps under current DfT guidelines.

### Affordable in your community



In Portsmouth the cost was just £475,000 for 1,200 streets. Similar to two road junctions with lights.

### 20's Plenty is your campaign



80% of people questioned want a 20 mph speed limit as the default for residential roads.

### Deliverable by your council!



Start speaking to your community and councillors about 20's Plenty For You.

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## Why 20's Plenty Where People Live

**21% of UK road deaths are pedestrians.**



Against a European average of 14.7%, UK road deaths are skewed more to pedestrians than any EU14 country.

**74% adults frightened to cycle**



Dept of Transport in their 2007 report on cycling found adults had a positive attitude to cycling but were frightened by busy roads.

**Reduces child death and injury by 70%**



In Hull's 20 mph zones child pedestrian casualties fell by 74%.

**Reduces congestion through modal shift**



In many European towns 25% or more of in-town trips are made by bicycle, on a foundation of lower motor vehicle speeds.

**30 mph on streets is a relic of the 30's**



The current default of 30 mph was set in 1934 when there were 1.5m motor vehicles. Now there are 33m.

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