

Westminster's Road Casualties Are Highest in London

Our Video Documents the Evidence

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www.20splentyforus.org.uk/PRel/Westminster.pdf

20's Plenty



Where People Live

The City of Westminster continues to have the highest road casualties in London. Whilst most Inner London boroughs, including the City of London are embracing borough-wide 20mph limits Westminster Council continues with limits 50% higher.

Last year 20's Plenty for Us created a short video that highlighted that numbers of road casualties are far higher in Westminster than in any other London borough. Those findings have been updated using official casualty statistics for 2013 from TfL. Once again, in a number of important areas Westminster performs far worse than any other borough. We believe that Westminster needs to take a number of steps to make its roads safer for those live, work and visit Westminster and in particular those who are on foot and those who cycle, as well as overseas tourists who may be unfamiliar with our driving on the left. This includes beginning to embrace 20mph speed limits.

The short video, under 4 mins is at <http://www.20splentyforus.org.uk/videos.htm> It explains why Westminster must act to stop people dying or being injured on the roads. In the latest statistics (2013) Westminster had 1,732 road casualties. This was almost 30% higher than any other borough. More cyclists died or were seriously injured in Westminster than in any other borough. Westminster's pedestrians who were killed and seriously injured numbered 88, 37% higher than any other borough.

London's Evening Standard Newspaper are covering this story. Road Safety Reporter of the Year David Williams documents how Westminster's Councillors are falling behind their neighbours in Inner London on road speed reduction with 20mph limits. The disparity in levels of road danger between Westminster and the other London boroughs is now so great that concerted action is needed.

20mph limits are becoming increasingly normal across the UK - in Inner London, Liverpool, York, Bath, Bristol, Manchester, Birmingham, Oxford and Edinburgh. They are safer, healthier, more active, friendlier, cleaner, quieter, better for equalities, better for business with no significant impact on overall journey times. The one-off cost is approximately £3 per head of population.

20's Plenty for Us have written to all the Westminster Councillors and to Transport for London who control the Red Routes asking them to back 20mph limits and to attend, or send officers as delegates to, the National 20mph conference on Thursday 12 March in Cambridge. The conference features the top UK experts from councils, public health, academia, equalities, social marketing, campaigning and more. There will be case studies on implementations in Liverpool, Manchester, Calderdale and Cambridge.

Chris Boardman MBE is representing cycling and Joe Irvin CEO of Living Streets for pedestrians. Rod King MBE (for services to Road Safety) of 20's Plenty for Us has programmed the day. It is a Landor conference supported by Cambridge City Council. Early booking discount is to 17th Feb and second delegate rate is £125.

Full details and booking via <https://www.transportextra.com/events/events/?id=2266>

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

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