

# 'Time for 20': 20mph As The UK's Normal Residential Limit

20's Plenty for Us Press Release Sep 2013<sup>1</sup> [http://www.20splentyforus.org.uk/Press\\_Releases/Time\\_for\\_20.pdf](http://www.20splentyforus.org.uk/Press_Releases/Time_for_20.pdf)

It's 'Time for 20mph' as the UK's normal residential speed limit. Over 12m people live in places like Birmingham where 90% of roads are going 20mph.

20's Plenty



Where People Live

Conference topics, speeches, council votes, highway authority and police actions on speed limits are increasingly showing the UK transitioning to 20mph as the normal residential speed limit. At Labour's Party conference then Shadow Transport Minister Maria Eagle MP firmly committed to 20mph residential limits<sup>2</sup>. The Association for Chief Police Officer guidance on enforcement has just been updated with more support and tougher penalties for exceeding 24mph in 20mph limits<sup>3</sup>.

Manchester, Liverpool, Birmingham, York, Newcastle, Bristol, Bath, Brighton & Hove, Oxford, Cambridge, Warrington, Lancashire, Sefton, St Helens, Nottingham, Middlesbrough, Wigan, Rochdale, Oldham, Bury, Chichester, Edinburgh, Cardiff, Portsmouth, Lancashire, Islington, Greenwich, Haringey, Lambeth, Camden, Waltham Forest and City of London have all rejected the "national 30mph limit" and are setting 20mph limits for the majority roads.

The City of London voted overwhelmingly (95 for vs 5 against) for every road to have a 20mph limit. Regional capitals Cardiff and Edinburgh are saying 20's Plenty too. Councils of all colours have backed 20mph limits for their traffic authorities. 209 branches of 20's Plenty for Us nationwide are also evidence of wide-area 20mph's near universal appeal.

The Department for Transport are backing community wide 20mph limits with guidance changes and with several Cycle City Ambition Fund grants like Birmingham's £0.8 million towards 20mph and Local Sustainable Development Grants. This is not just a casualty reduction issue. Further benefits are from improvements in quality of life and encouragement of active and more sustainable transport methods such as walking and cycling;

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

*"The 30mph national limit has been rejected as inappropriate by many of our largest conurbations for where people live, shop, work and travel to school. We are in transition to 20mph limits being the norm with exceptions where a higher limit is justifiable.*

*Authorities must recognise that "It's time for 20" and that "There's a place for 30". This needs to be done by setting 20mph as the normal built-up speed limit and then repeater signs showing where it's right to have another limit. This signage rule change is both cheaper and gives drivers a consistent message."*

Our 'Time for 20' initiative asks the Department for Transport to allow authorities to sign exceptions to 20mph limits which cuts the cost of implementing 20mph limits by up to 50%. [http://www.20splentyforus.org.uk/its\\_time\\_for\\_20.htm](http://www.20splentyforus.org.uk/its_time_for_20.htm)

The 209 20's Plenty for Us campaign branches are at [http://www.20splentyforus.org.uk/local\\_campaigns.htm](http://www.20splentyforus.org.uk/local_campaigns.htm)

35 Briefing Sheets on 20mph limits are at <http://www.20splentyforus.org.uk/briefings.htm>

<sup>1</sup> This release was updated in Oct 2013 to reflect cabinet & shadow reshuffle and ACPO guidance update

<sup>2</sup> <http://labourpress.tumblr.com/post/62143017426/maria-eagle-mps-speech-to-labour-party-annual>

<sup>3</sup> [http://www.20splentyforus.org.uk/Press\\_Releases/Police\\_Toughen\\_20mph\\_Limit\\_Enforcement\\_Guidance.pdf](http://www.20splentyforus.org.uk/Press_Releases/Police_Toughen_20mph_Limit_Enforcement_Guidance.pdf)

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

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