

20's Plenty for Us

...making your place a better place to be

Brake
the road safety charity

sustrans
JOIN THE MOVEMENT



we are cycling
UK

LONDON CYCLING
CAMPAIGN

Campaign for Better Transport
LONDON GROUP



ramblers
at the heart of walking



HSBC UK
BRITISH CYCLING

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Campaigners' Call for 20mph Default Speed Limit

A group of eleven leading transport and active travel charities are calling on the UK Government to introduce a default 20mph speed limit in England. 20mph limits are the foundation for lower road casualties, getting more people walking and cycling and improving social justice but once again are being largely overlooked by the Department for Transport.

The call by eleven leading charities for the Government to adopt a 20mph default speed limit in built-up areas in England follows the recent Road Safety Statement from the Department for Transport¹ which set out the UK Government's road safety action plan and comes in a letter to the Minister of State for Transport². Amongst the 74 actions, there was little focus on reducing speeds in built-up areas in spite of the fact that research shows that casualties in built-up areas are reduced by up to two-fifths when motor vehicle speeds are kept to 20mph or below.

The eleven charities, 20's Plenty for Us, the Bicycle Association of Great Britain, Brake, British Cycling, Campaign for Better Transport London Group, Cycling UK, Living Streets, London Cycling Campaign, The Ramblers, RoadPeace and Sustrans, all of whom are keen to see more people walking and cycling safely in

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/817695/road-safety-statement-2019.pdf

² http://www.20splenty.org/20mph_default_letter

20's Plenty for Us campaigns for a 20mph default speed limit in built up areas without physical calming.

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our cities, towns, villages and countryside, have now come together to call for the Government to go further and introduce a default 20mph limit.

The letter to the Minister of State for Transport, the Rt Hon Michael Ellis MP, sets out the evidence for lower speed limits and the benefits they offer. It also makes clear the widespread support that there is for 20mph limits both from the public and also from many national and international road safety and public health specialists including the WHO and OECD and the Public Health bodies in England, Wales and Scotland.

20mph limits are already widespread across the UK with more than 20 million people across the UK living in Local Authorities which are adopting or have adopted 20mph speed limits. This includes many of the UK's leading Local Authorities such as Birmingham, Bristol, Cardiff, Glasgow and Edinburgh and large parts of London.

The campaign groups are careful to stress it is the default speed that needs to change but this would not mean a blanket speed limit; Local Authorities would still be free to retain higher limits on roads where they believe this is appropriate.

Rod King Founder of 20's Plenty for Us said: *"The imminent arrival of new technology such as speed limiters on vehicles and Government policies encouraging more people to walk and cycle makes the speed limit we set all the more important. Moving to a default speed limit of 20mph is an essential building block in making our cities, towns and villages safer and more attractive places to walk, cycle and spend time outside. The UK Government should follow the lead of the Welsh Government and move quickly to introduce a 20mph default limit across England".*

Joshua Harris, Director of Campaigns for Brake, said: *"20mph limits where people work, live and play are widely accepted as the safest option, with stopping distances at 20mph half those at 30mph. Slower speeds save lives and we need the Government to step up and reduce the national default limit to 20mph across England as a matter of urgency. We all want to be able to move around in safe and healthy ways and reducing vehicle speeds is a simple, but effective, way of achieving this."*

Xavier Brice, Chief Executive of Sustrans said: *"Slower speeds such as default 20 mph in built up areas increase safety for people getting about on foot or by cycle. They help create places where people can and want to stop and chat to their neighbours and where children can play safely.*

"We should be designing streets that prioritise people not cars and that increase people's connection with the community around them. This is why Sustrans, with the Walking and Cycling Alliance fully support default 20mph speed limits in built up areas. It's time to create safe places for people to travel actively with all the health, economic and environmental benefits this brings."

Paul Tuohy, Chief Executive of Cycling UK said: *"Allowing young and old alike to get around on foot or by cycle, by making 20mph the normal limit for most urban streets, is a simple way to transform our streets and communities, making them safer, cleaner, quieter and healthier for everyone who uses them. It's an idea whose time is long overdue."*

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