

Total 20 – a key intervention to Get Britain Cycling



A 20mph speed limit on residential and urban roads is a key part of creating the necessary foundation for walking and cycling.

Characteristic	Explanation
Necessary foundation for active travel	Whilst lower speeds are not a panacea for all the problems facing society as it looks to increase active travel, it is one of the 3 necessary interventions if any cycling strategy is to succeed. The others being appropriate infrastructure and legal protection. Britain needs both better cycling facilities where speed limits are higher than 20mph and the presumed civil liability that exists in most EU countries in some form.
Challenges values and responsibilities as citizens	Lower speed limits go much further than this. By challenging the value of motor vehicle speed in crowded urban and community streets we actually help normalise motoring by recognising that slower motor vehicles not only reduce casualties but also create better and more vibrant communities. Travelling slower becomes not an imposition on the driver, but an opportunity for the driver to play a role in making those places better places for us all to be.
Local authorities lead the way in being in-touch with communities	Local authorities with their close ties to community values and places have really pushed the development of “Total 20” policies (a 20mph default for most streets with exceptions as appropriate) . 20’s Plenty for Us now has 182 local campaigns around the country where communities are asking their councillors to change the balance on the roads in favour of people. Wherever 20mph limits are properly debated then this usually results in implementation
Wide spectrum of beneficiaries	And that support comes across a wide spectrum of society representing children, cyclists, pedestrians, elderly, health professional, environmentalists as well as the economic argument for lower society costs for casualties and more active travel.
Its fast becoming the de-facto standard	Now many of our most iconic places such as Oxford, Cambridge, Liverpool , York, Brighton & Hove, Bristol, Bath, Lancashire, Edinburgh and many more have less than 20% of their roads with a 30mph limit. In fact, the notion of 30mph as a “national” urban limits is becoming less credible each month. And in these places post-implementation surveys have shown 70-80% acceptance of 20mph limits as being right for community streets.
They work	Every local authority implementing wide-area pilots has experienced increased community support leading to authority-wide roll-out eg Bristol, Warrington, Lancashire, etc
It’s international	20mph or 30km/h limits are becoming the standard throughout EU for residential and town centre streets.

What government should do:-

- 1) Be bold in its support for active travel to create a better, fairer, healthier, richer and more resilient country.**
- 2) Provide a clear timetable by which time all local authorities will be expected to have implemented 20mph limits with exceptions as determined locally**
- 3) Allow flexibility in signage for traffic authorities to reverse the default limit regarding signage and exceptions.**
- 4) Require that local authorities make adequate provision of alternative facilities for cycling and walking where limits are set above 20mph.**

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

Web www.20splentyforus.org.uk Twitter @20splentyforus

Rod King
Founder & Campaign Director
rod.k@20splentyforus.org.uk
07973 639781

Anna Semlyen
Campaign Manager
anna.s@20splentyforus.org.uk
07572 120439

Jeremy Leach
London Campaign Co-ordinator
jeremy.l@20splentyforus.org.uk
07415 243015