

20mph Residential Limits Success Forces Motorway Debate

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20's Plenty



Where People Live

The Transport Minister is rumoured to be trading off residential 20mph limits with 80mph for motorways. The success of UK 20mph campaigns has led to debate.

20mph is widely recognised as the appropriate residential limit. Politicians in Europe, Westminster, the Department for Transport, Town Halls, NHS guidance and many others confirm that 20's Plenty where people live, shop, work and play. UK Authorities for nearly 7 million people have committed to it. Wide area, signed, mandatory default 20 mph limits make lives safer and better. In Portsmouth, this policy brought a 22% reduction in casualties. European data shows 25% fewer casualties, saving suffering and society money. A 20mph limit does not involve speed humps and certain roads can be exempted. Numerous surveys show popular public acceptance of 20mph as the correct limit for residential roads.

Top level acknowledgement that town and village speeds must, and will, slow to 20mph is forcing a wider debate on speed. 20's Plenty for Us does not campaign on motorway limits. Motorways are radically different environments to communities as they are 3 lane roads with vehicular traffic only. Whereas, streets where people live have a mix of heavy traffic with walkers and cyclists, plus junctions, crossings, children, elderly and disabled using them in a less predictable way. We must look sensibly at the effects of any change. "Laws of physics" issues common to the 20mph and 80mph debate include:-

- Lower speeds allow more time for avoiding action in a potential crash.
- Differential speeds between the fastest and slowest user affects danger.
- The energy to overcome air drag and reach any given speed is proportional to speed squared. Respective differences between 30/20 and 70/80 are 55% less and 30% more.
- Noise rises with speed.

Rod King, Founder of 20's Plenty for Us said :-

"We are delighted that the benefits of lower speed limits in residential roads are now so widely recognised and that the Government endorses them. Lower speeds where people live, work, shop and play enrich our communities. It is the success of the 20mph debate in town halls, parishes and communities around Britain that led to the 20mph limit call. Whilst the link with higher motorway speed limits appears to be more political than practical, a similar debate on this issue can only be beneficial."

20's Plenty for Us campaigns for 20 mph speed limits without road calming as the default in towns and residential areas

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