

20 mph – a factsheet for schools

From April 2016, all Lambeth roads will adopt a 20mph speed limit.

Objectives of 20mph limit

- Fairer balance between people and motor vehicles
- Lower levels of road casualties
- More people walking and cycling – active use of streets
- Healthier and happier cities, towns and villages

Safety

A pedestrian, if struck by a vehicle driving at 20mph, is likely to suffer slight injuries. At 30mph they are likely to be severely hurt and at 40mph or above are likely to be killed. Reducing the speed limit to 20mph will improve safety for pedestrians and cyclists

Support

The British attitudes survey in 2011 found that 73% of the population favoured 20mph limits for residential roads.

89 per cent of respondents to the consultation on Lambeth's 2011 Transport Plan supported the Plan's approach to road danger reduction, with many suggesting a borough-wide 20mph limit.

Results

- Lancashire County Council ran pilots in three trial areas in 2012. They saw a 46 per cent decline in casualties.
- A national programme of 20mph limits in Germany found a doubling of bicycle use over a four year period.
- After implementation in Edinburgh in 2014, those considering cycling as unsafe fell from 26 per cent to 18 per cent.
- The number of older primary age children cycling to school in Edinburgh rose from 3 per cent to 22 per cent.
- 70 per cent of potential cyclists say that fears about road safety are a barrier to them taking up cycling.

20mph in London

The London boroughs of Southwark, City of London, Tower Hamlets, Islington and Camden have already adopted the 20mph and Wandsworth are due to consult on the change.

More than 2.6m of London's population now live on 20mph streets – that's a third of all Londoners.

For more information visit www.lambeth.gov.uk/20mph