



## 20's Plenty E-News – Summer Special 2025

### In this E-News Bumper Edition ...

- May local election results bring campaigning opportunities •
- TfL release new report on casualty reductions • More positive data from Wales •
- UK Parliamentary report backs 20mph • Greece becomes latest country to back 30km/h • Report from successful Liverpool Vision Zero Conference •

And ...

- Our 3rd Delivering 20 webinar is nearly here - 24 June at 12.30pm •

**\*\* DON'T FORGET TO BOOK (see link below) \*\***

It has been another busy few months with local elections bringing fresh approaches to lower speed limits, more new data from **Wales** and **London** confirming the benefits, the success of the inaugural **Vision Zero/20's Plenty Conference** in Liverpool and much more ...

### Local election results

With all the other news happening throughout the world, it's easy to forget that the local elections - held only six weeks ago - led to changed administrations in lots of Highway Authorities.

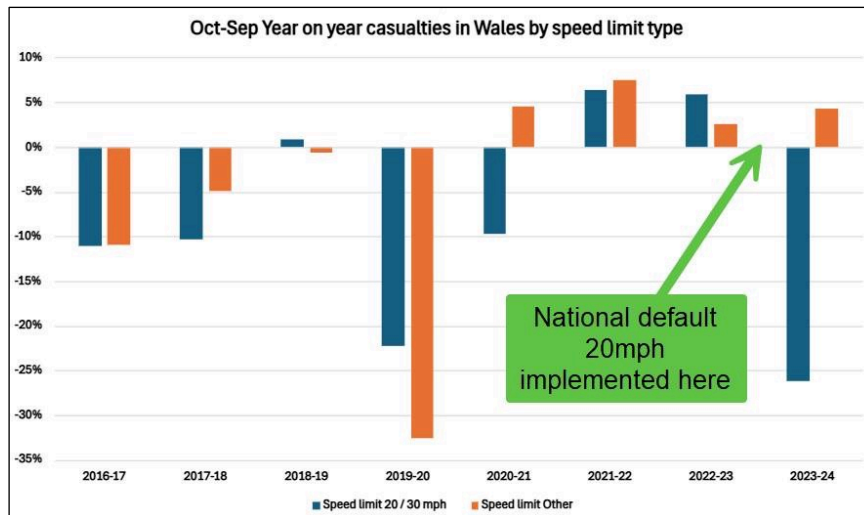
Change is (almost) always good for 20's Plenty. In many, many cases, the previous administration was blocking 20mph. In some cases, particularly in the West Country, the new administration is openly supporting 20mph. In other cases - often Reform-led councils - while we are less sure about their support, we know that Reform councillors speak proudly of representing their community ... and what could be more beneficial for their community than 20mph. Please get in touch with your new Transport Portfolio holder, understand their views and let them know about how much support there is for 20mph in your community - ie "tons of support".

### More good news from Wales

StatsWales has released data showing annual road casualties at different speed limits between 2016 and 2023. The annual figures give year-on-year casualty variations and clearly show the 26% reduction on urban/village roads following the 20mph national urban/default implementation in September 23. This is equivalent to 630 fewer casualties.

We have analysed the stats further and while we don't know the exact location of every casualty, we have estimated that the casualty reduction on roads that changed from 30mph to 20mph is a staggering 37%. Looked at the other way around, if those roads had not had their speed limit changed to 20mph, there would have been 60% MORE casualties in the first year of the new default. Please tell everyone you know about this stunning success.

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## Are local councils in Wales changing any roads from 20mph to 30mph?

Well, yes, a few ... a very few. Some are making no change: [Denbighshire](#), [Ceredigion](#), **Monmouthshire**, **Powys**. Others are making a small handful of changes: **Blaenau Gwent** - 1 road, **Cardiff** - 4 roads, **Flintshire** - 7. In places, such as **Wrexham**, which is making more changes, we will be following the impact on casualties 'like hawks'! Overall, we think the percentage of roads increasing to 30mph will be less than **1%**.

## [Book your place for our next 20's Plenty Online Conference](#)



### Delivering 20 with exceptions to 30:

How 20mph limits lay the foundation for Vision Zero

**WEBINAR**



Join us online on **24 June at 12.30pm** for the latest in our popular "Delivering 20" virtual conference series hosted by Landor Links. The theme of our third virtual event is **Delivering 20 with exceptions to 30: how 20mph limits lay the foundation for Vision Zero**

The webinar will be chaired by **Adrian Berendt** with speakers:

**Will Norman, London's Walking and Cycling Commissioner**, who will discuss the benefits (and some challenges) of making London effectively a default 20.

**Dr Suzy Charman Executive Director, Road Safety Foundation** who will showcase the CIHT report

"Progressing the UK towards Safe System implementation", highlighting how national limits should be based on "survivable speeds" as a necessary foundation for achieving zero road deaths with "excepting up" only where evidentially safe.

**Sue Nicholls from 20's Plenty for Us, CIC** will give a brief summary of the highly successful Vision Zero conference in Liverpool and the progress that has already been made towards a 'de facto' default 20mph across Wales, Scotland and much of England.

**\*\* YOU CAN REGISTER FOR THE WEBINAR [HERE](#) \*\***

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### VisionZero/20's Plenty Liverpool Conference success

The inaugural Vision Zero/20's Plenty Conference took place in Liverpool on 15 May. The event, hosted by Liverpool City Region and organised by Landor Links gave over 200 delegates the opportunity to hear from a range of speakers, take part in Q&A sessions and Innovation Showcase/Knowledge Sharing sessions during the course of the day:

#### OPENING SESSION: Vision Zero in the UK: building on the success of 20mph limits

introduced by **Cllr Steve Foulkes**, Chair of the Liverpool City Region Committee and chaired by **Simon O'Brien**, Liverpool City Region Cycling and Walking Commissioner. The session featured an opening address by **Rod King** reflecting on his over 20 years of campaigning and focussing on the impact and success of setting a 20mph default in Wales, Edinburgh and beyond and the importance of 20mph limits as a foundation for a Vision Zero strategy.

Presentations then followed from **Emily Spurrell**, **Mersey Police and Crime Commissioner** and **Jenny Carson**, **Project Manager, European Transport Safety Council** who gave details of the European, science-based approach to Vision Zero followed by a Q&A session.

#### SESSION 2: How Lower speeds underpin Vision Zero

Chaired by **Jeremy Leach**, 20's Plenty Director and Co-Founder, Action Vision Zero.

Presentations by **Sue Nicholls**, **Director, 20's Plenty** on *The benefits of slower speeds and growth in 20mph limits in cities, towns and villages across the UK.*

**Chris Sibthorpe**, **Director, PJA** on *Making 20mph the norm - how to introduce wide-area 20mph limits successfully (a case study from Wales and lessons for England)* and **Nicola Wass**, **CEO of SoMoCo** who gave some very useful insights into *The psychology behind Liverpool's people-powered, 20mph success story* reflecting on the implementation of lower limits in the city ten years ago.

#### SESSION 3: The Practicalities of Successful Vision Zero Policy in Action

Chaired by Tina Glover, Technical Director (Regional Lead - Liveable Places), WSP and featured presentations by **Cllr Andrew Gant** on *Oxfordshire's Vision Zero Strategy*

**Neil Hudson**, **Policy Manager** on *Vision Zero in West Yorkshire* and

**Amy Pidwill**, **Senior Road Safety Strategy Lead, Transport for London** on *Vision Zero in London*

#### SESSION 4: Road Safety, Speed Management and Enforcement Innovation Showcase

Described as a "fast-moving series of simultaneous discussion platforms for knowledge-sharing, demonstrating technologies, tools, products and services, and getting advice from Vision Zero experts."

#### SESSION 5: Panel discussion - From aspiration to policy to delivery

The closing plenary session, chaired by **Jenny Carson**, **Project Manager, European Transport Safety Council** featured presentations by **Chief Superintendent Jonathan Davies**, Chair of Merseyside Road Safety Partnership and **Chris Harrison**, Regional Director, Project Centre. They were then joined by **Jeremy Leach** and **Tina Glover**, Technical Director (Regional Lead - Liveable Places), WSP for a closing panel discussion.

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**Transport Xtra** has published two articles featuring the Liverpool Conference:

[Towards Vision Zero 20mph speed limits: the foundation for vision zero and](#)

[20mph speed limits: the foundation for Vision Zero in the UK](#)

### **News from London**

Research commissioned by [Transport for London](#) (TfL) on the safety benefits of 20mph shows yet more compelling data on collision and casualty reductions, with no evidence found that 20mph limits increased congestion. The report, the first of its scale in London, analyses more than 150 20mph schemes between 1989 and 2013, examining the three-year periods surrounding the implementation of each 20mph scheme. There were **35%** fewer collisions and **36%** fewer casualties on borough roads where 20mph zones had been introduced. In particular, children were even less likely to be hurt - with a **50%** reduction in casualties and **75%** reduction in fatalities.

### **International News**

Two new reports from Europe show that urban 30km/h (20mph) speed limits minimise congestion and help to deliver sustainable urban development.

- A report from the [National Technical University of Athens](#) shows based traffic patterns in Switzerland, shows how 30km/h limits allow local road networks to accommodate cars more efficiently, resulting in faster overall journey times. The report also shows how city-wide 30km/h limits are a cost-effective investment in public health.
- In **Norway**, a new study from the [Institute of Transport Economics/Norwegian Centre for Transport Research](#) examined how moving to 30km/h could contribute to sustainable urban development. European cities that have introduced large zones or city-wide 30 km/h speed limits deliver greater safety, reductions in noise and pollution, changes in travel behaviour and pleasant, safe and inclusive urban environments.

[Greece](#) is following Spain and Wales by introducing a default urban speed limit of 30 km/h (20mph).

### **National News**

The new **20 mph speed limits and zones: public health impacts** report, published by the Parliamentary Office of Science and Technology (POST), gives a comprehensive overview of how 20mph speed interventions are affecting road safety, public health, and health equity across the UK. It details the positive impact of 20mph speed limits on casualties, health outcomes, air and noise pollution and increased active travel and also looks at public attitudes towards 20mph limits and driver compliance. It also looks at challenges in interpreting the evidence and evaluation methods. You can read the full report [here](#).

The **Safer Streets for All: The Upcoming Government Road Safety Strategy** report from The Bikeability Trust and Living Streets - calls on the Department for Transport to revolutionise Britain's roads with measures including a national ban on pavement parking, putting cycle training on the national curriculum and setting a default 20mph urban speed limit. Read the report [here](#).

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## Other news from around the UK

Westmorland and Furness Council has announced [further 20mph schemes](#) in Furness, Eden, South Lakeland and have published details of their delivery programme for 2025/26 and 2026/27. Westmorland and Furness Council's rollout also includes plans for a town-wide 20mph speed limit for [Kendal](#).

Meanwhile, [Highland Council](#) has agreed to keep 20mph speed limits at 127 locations across its region after limits were lowered from 30 to 20mph in 2023 as part of a trial designed to improve. The decision will apply to hundreds of miles of road with Highland Council having the longest road network in the UK with more than 4,200 miles of roads.

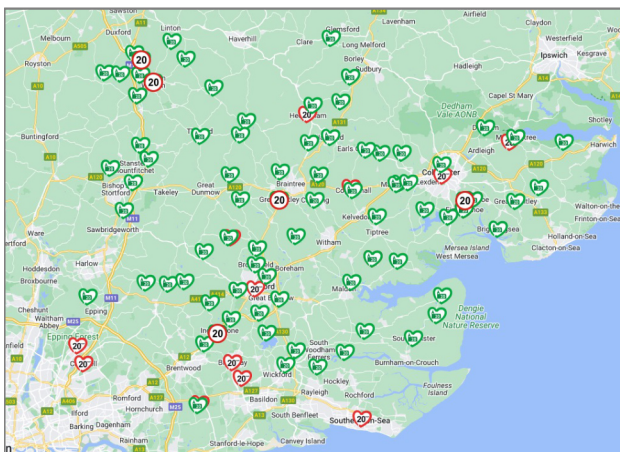
There are plans to roll out more 20mph roads in [Warwick](#) with more to set to follow. Warwickshire Council have stated that speed limit reductions are designed to “help improve the environment by reducing the risk of conflict between vehicular traffic, pedestrians and other road users”.

## Campaigner News & Information

Welcome to our latest county campaigner leads - **Barbara** in **Buckinghamshire** and **Ben** in **Hampshire**. If you want to get in touch with our local authority leads, please contact [info@20splenty.com](mailto:info@20splenty.com)

We are here to help with various resources available on our website to help your local campaign, including graphics, images, stickers, briefings and articles all available on the 20's Plenty [website](#).

Do let us know if you've been featured on local (or national) TV, radio or in print. We can help with media training. Watch the 15 min media training by Ian Conlan, 20's Plenty Campaigner of 2023 winner, at the 20's Plenty for North Yorkshire YouTube [here](#) on how to write a press release.



**County campaigns work well.**

Ask [adrian.b@20splenty.org](mailto:adrian.b@20splenty.org) for help or watch this [briefing and video](#).

500+ UK Parish Councils support 20's Plenty. Share resources, like a list of supporting parish councils using a Google account and create campaign maps such as this one from Essex.



Join our private [Campaigner Facebook Group](#). A vibrant, interactive way to find out how to win.



We are now on **Bluesky** which is gaining ground and popularity as a less toxic alternative to X. You can follow us at [@20splenty.bsky](#).

*Thanks for all you do. Ask us anything, anytime.*

### A Special Plea

With over 700 registered campaigns, we remain free to join, but costs continue to rise.

Please buy our resources, or donate (or ask others to do so) so that we can continue to support communities that want 20mph.



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