



20's Plenty E-News – Winter 2025

In our latest pre-budget edition ...

- We show how 20mph limits can save the economy £3.7bn a year •
- Latest Wales data continues to show significant casualty reductions on 20mph roads •
 - Australian research confirms 20mph limits don't cause delays for motorists •
- and lastly, we announce details of our 4th Delivering 20 webinar on 10 December •
see below for more information and how to book your place



[Book your FREE place](#) at our webinar on 10 December

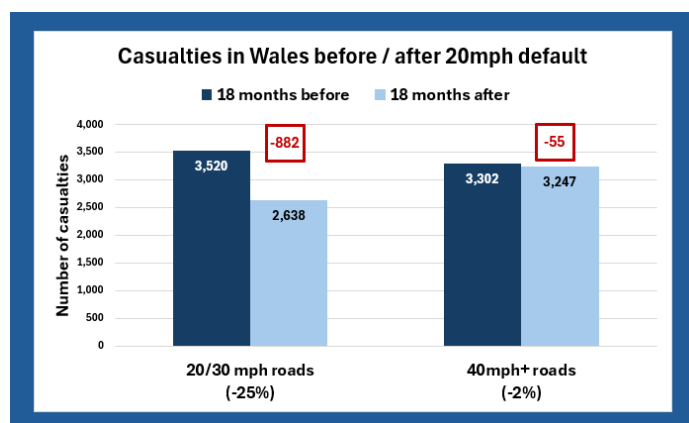
Read on for the latest national and international news and research on 20mph limits ...

Wales - the good news continues!

Collision data is now available for the first 18 months following the implementation of the national default in Wales in September 2023. It shows that **882** (or 25%) fewer people were hurt in road crashes on 20/30mph roads, with an expected **1000** fewer casualties in the first two years.

Over those 18 months, **14 people** have not been killed on Welsh roads because of 20mph and **98** will have avoided a hospital visit for a serious injury.

See our briefing [here](#) for more details.



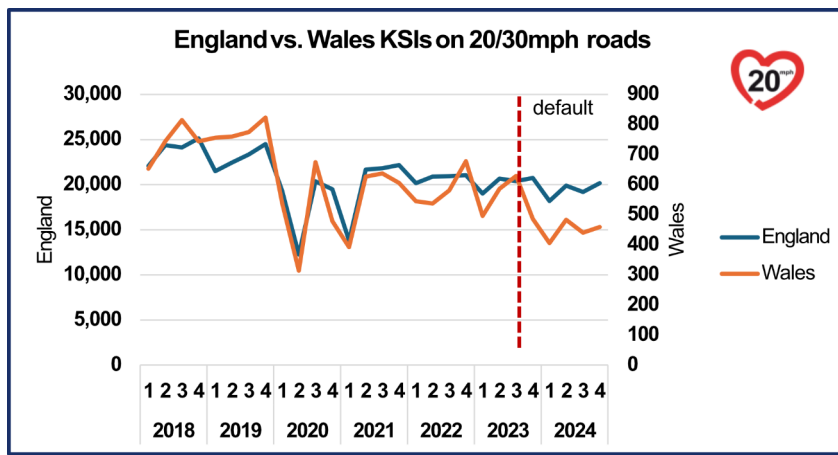
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Provisional figures for the second quarter show the trend of reduced casualties continues in Wales. More details soon as we analyse the figures.

With reductions in car policy premiums reported by insurers esure, the new national default in Wales is seeing drivers benefitting from an average of **£45 reduction** in their insurance premiums. With 43 million motor vehicles registered in England, lower insurance premiums would mean that a 20mph default in England could save drivers and business **£2bn a year**.

Recently released DfT casualty figures for 2024 show that **15,000** more people were killed or injured than would have been the case if England had followed the examples of Wales and Scotland and set 20mph as a norm in towns and villages. That's a further economic saving of **£1.7bn** which would be released by a default urban/village 20mph for England.

The total annual benefit of setting a similar default 20mph in England calculated at £3.7bn.



NEWS ROUNDUP

RoSPA are calling for 20mph speed limits

The Royal Society for the Prevention of Accidents (RoSPA) have a new call for action and are asking for the Government to empower local authorities to set safe speed limits in their areas, including 20mph zones where appropriate, especially in built-up and residential areas.

You can read their national prevention strategy [here](#).

Nineteen million people now live in a 20mph neighbourhood: new research from Insight Warehouse

Research [carried out by Insight Warehouse](#), shows for the first time the extent to which local highways authorities have adopted lower speed limits, providing results at country, regional and local level.

Insight Warehouse estimate that, as of December 2024, around **19 million people** now live in neighbourhoods with a 20mph limit. Figures for December 2025 are likely to be higher, with the increasing uptake of 20mph in Scotland and many places in England.

Wales has led the way with the analysis showing that over 90% of urban roads are now set at 20mph. Progress has been made in London with over 60% of all urban roads now subject

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to lower limits, and the North-West of England is following closely with over 45% of roads at 20mph.

Across the roads analysed, **30.2%** were set to **20mph**, with **30mph** roads making up **67.7%** of urban road speed limits. This equates to around 21.2% of urban journeys taking place on roads with the lower speed limit. You can read a Road Safety GB news article on the findings [here](#).

INTERNATIONAL NEWS

New research on 20mph limits from Australia

A [report from Australia](#) has found that reducing speed limits to 20mph on residential roads not only protects cyclists but also don't delay motorists. Researchers modelled speed limit reductions in residential areas of Greater Melbourne and rated traffic stress levels across the city. They found that a reduced speed limit doubled bike usage and saw reduced traffic stress levels in both cyclists and drivers. Lower speed limits also saw minimal journey delays for car drivers of no greater than a minute.

UK NEWS

Since our last e-newsletter, we have seen news of 20mph coming in almost everyday. Here is a selection....

Scotland

More new 20mph zones are due to be introduced across [Edinburgh](#) as part of the City Council's road safety delivery plan. The majority of roads in the city now have a 20mph in place following the start of the introduction eight years ago. The council is now preparing to introduce 66 more 20mph zones in the city.

In **East Renfrewshire**, [plans have just been announced](#) for 20mph limits to be set on 1,100 roads from 1 December.

Manchester

Wythenshawe is announced as the latest Manchester district to be in line for [20mph speed limits](#) which will be funded as part of planned active travel improvements. With around 70 per cent of Manchester's roads already having a 20mph limit, a study has been commissioned to look at the roll out of lower limits across the rest of the city.

Gloucestershire

A total of 150 villages in [Gloucestershire](#) have contacted the county council to express interest in introducing 20mph speed limits in their area.

Meanwhile in [Lydney](#) it has been reported that the High Street has been removed from a pollution hotspot register thanks to the introduction of local 20mph limits and a local increase in low emission cars which has resulted in reduced congestion and improved air quality.

Lancashire

Good news from Lancashire where the County Council is taking a wider approach to 20mph implementation in [Chorley](#). A total of 20 roads centred around the Wychwood Grove estate will see lower speed limits with the local authority stating that the implementation is to “improve the safety of motorised and non-motorised [road] users, mitigating against additional traffic flows and pedestrian movements from [the] new housing development”.

Cornwall

In [Cornwall](#), feedback on the introduction of 20mph limits had been mostly positive. Councillors have been informed that the roll-out of the county-wide £4.5m scheme (due to be completed in 2027) was "progressing well". Crashes in Falmouth and Penryn, where the scheme was piloted, have reduced by 17% while road casualties had dropped by 21%, with fatalities being eliminated.

Cambridgeshire

[New applications for 20mph schemes](#) were recently agreed by Cambridgeshire County Council's Highways and Transport Committee. Local community groups and Parish and Town Councils were invited to apply for funding to introduce 20mph speed limits in their areas, to make streets safer for residents and encourage active travel. £160,000 has been allocated for 2025-26, and all approved schemes will be fully funded by the council.

Hertfordshire

Plans to introduce 20mph zones in places where local communities want them is being accelerated in Hertfordshire. The [20mph implementation programme](#) has already created 23 zones and there are plans for another 84. Hertfordshire County Council said it was reflecting the demand for greater speed restrictions in residential areas. The Executive Member for Transport, Paul Zukowskyj, said: "We're reflecting a large proportion of our community who think that 20 mile-an-hour zones are the right thing to do."

In **St Albans**, new [20mph speed limit zones](#) have been introduced on 70 roads after a consultation showed public support for changes. Herts County Council has rolled out the scheme in St Albans' central and eastern wards as part of its Speed Management Strategy.

NEWS FROM LONDON

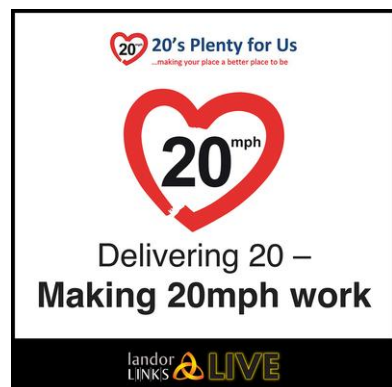
[Enfield Council](#) is proposing to introduce 20mph speed limits on some residential streets and roads in town centres as part of a wider council plan to make the borough “safer, cleaner and greener for everyone”. This follows an early engagement period held between July to September 2025, which has resulted in proposals to deliver 20mph speed limits in Edmonton, Palmers Green and Southgate town centres.

A local crackdown on speeding on 20mph roads in [Kingston](#) has resulted in a reduction in collisions of roughly 18 per cent since the introduction of the 20mph borough-wide speed limit by Kingston Council. The local authority is planning on surveying another 40 roads as part of the 2026 review of the borough-wide 20mph speed limit.

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Transport for London research into 20mph

Don't forget you can make use of the recent [TfL research report](#) on the impact of 20mph limits across London. The key finding of the report was that the number of people killed or seriously injured on borough-managed roads reduced by **34 per cent** following implementation of 20mph speed limits.



Save the Date - next Webinar 10 December

BOOK YOUR FREE PLACE HERE

The next in our popular **Delivering 20** webinar series, hosted by Landor LINKS, is booked for **10 December** (12.00 to 1.30pm). The theme this time is 'Making 20mph work - how to successfully navigate change'.

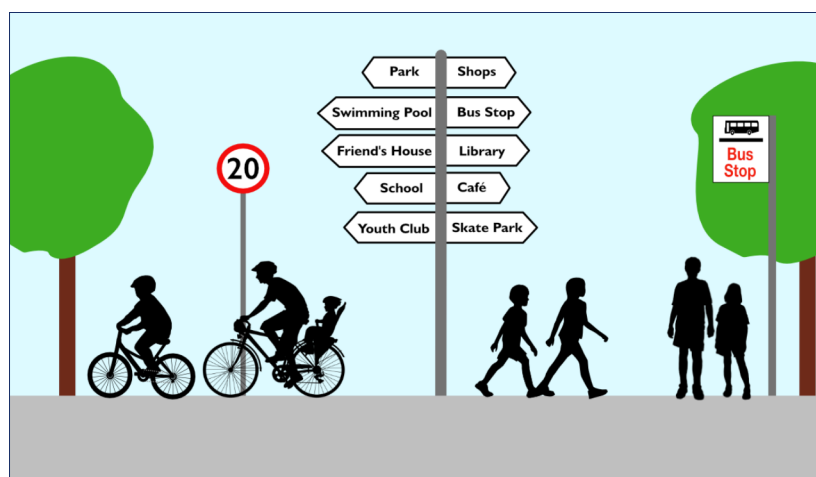
Chaired by 20's Plenty Director, **Adrian Berendt**, the webinar will feature presentations from:

Professor Phil Goodwin (Emeritus Professor of Transport Policy at UCL and UWE) on Behavioural change: Understanding the "Goodwin Curve" and how it applies to implementing 20mph policies.

Kate Carpenter from the Chartered Institute of Highways and Transportation with insights from the 2024 CIHT report on 20mph limits and evolving perceptions of their value.

There will also be an update from **Insight Warehouse** on 20mph road mapping from across the UK and 20's Plenty Director, **Sue Nicholls** will have an update from Wales on the latest casualty data, the 20mph road exceptions review and more.

CAMPAIGNER NEWS AND INFORMATION



Our new 20's Plenty for Us briefing on [School Gate Risk](#) challenges the common assumption that the area immediately outside school gates is the most dangerous for children. In reality this is not the case, with most incidents involving children not happening whilst walking or cycling to or from school. Just one in five casualties occur near schools and the majority of injuries happen elsewhere.

In 2024, **11,337** children under 16 were injured on UK roads, including **42** fatalities and **2357** serious injuries. Of these, **6151** occurred while walking or cycling, and **2296** happened during typical school commute hours (8-9am and 3-4pm).

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Focusing just on 20mph zones outside schools misses the point as children need consistent protection not only across their entire journey to school but for all other local trips as well. Wide-area 20mph limits are needed in towns, cities, and villages to reduce overall risk.

If we could make a systemic change in risk
the likelihood of crashes on our roads

If we could reduce the risk of injury
by 25% across our land

If we could lower insurance premiums
by £50 for every driver

If we could make our places quiet and calmer
and walking convenient and safer

If those walking to and from a bus could find their first and last half-mile so much better

If we could help the young and the elderly
and those that cannot drive or afford cars.

If it could be done with minimal resource
without complex engineering measures

If it reduced emissions through calm driving and made minimal change to journey times

If we had a Welsh example to follow
one that proved it worked throughout a nation

If it had won global Road Safety Awards and fulfilled the Stockholm Declaration

If central government facilitated
and local councils implemented it

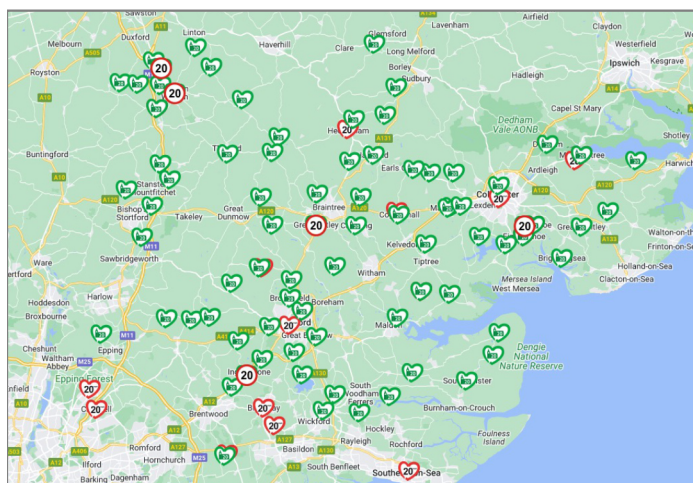
Our places would be much better with 20 and which is more, a quick win for us all

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.

Setting up a **County campaigns** work well. Ask 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.

With over **700** registered campaigns across the UK we are here to help. We have a wide range of resources available on our [20's Plenty website](#) for you to use in your local campaign, including **graphics**, **briefings** and **articles**.



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20's Plenty

Help Support our Campaign

We don't have a membership fee and provide a wealth of useful campaign resources on our website free of charge. However, costs continue to rise.

Help us to continue with our work supporting local communities by making a [donation](#) or buying our 20's Plenty campaign [banners and stickers](#).



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](#).

Thank you for all you do. Ask us anything, anytime

The 20's Plenty Team



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