



20's Plenty E-News – Summer 2026

Welcome to our latest E-News

Included in this bumper edition

- **20's Plenty invited to give oral evidence to the Road Safety Strategy Inquiry**
- **Report on our latest 'Delivering 20' webinar**
- **News round up from across the UK**

As well as a new Prime Minister, a lot has happened in the world of 20mph since our March newsletter! Read on to find out more about our top story - **20's Plenty's call to give oral evidence as part of the Government Road Safety Strategy** as well as all the other news happening in the world of 20's Plenty for Us ...

[20's Plenty gives evidence to the Road Safety Strategy Inquiry](#)

We have previously reported on the Government's [Road Safety Strategy](#), which includes an ambitious target of reducing KSI's by 65% and child KSIs by 70% over the next ten years. While we wait to hear what the plans are to achieve these targets, the Government Transport Committee has launched an [inquiry into the Road Safety Strategy](#), which included a *Call for Evidence* from interested parties. You can read 20's Plenty for Us' written response [here](#).

Transport Committee Evidence Sessions

The Transport Committee has already started examining the evidence base as part of the RSS Inquiry by holding a series of oral sessions. Expert witnesses are being invited to give their views on whether the road safety strategy goes far enough.

15 July Evidence Session

We were delighted that **20's Plenty** were invited to give evidence at the third session which took place on 15 July. It focused on speed and whether the RSS commitments are sufficient to support its casualty reduction targets.

Adrian Berendt gave evidence alongside three other expert witnesses:

Phil Jones (Chair, Phil Jones Associates),

Lilli Matson (Chief Safety, Health and Environment Officer, Transport for London) and

Dr Rob Török (Pre-Hospital Emergency Medicine, Dorset and Somerset Air Ambulance).

Notably, all four panellists agreed about the necessity of 20mph in achieving the Government's target of 65% fewer fatal or serious road casualties and the need for a national 20mph default limit. Emphasis was also given to the need for 20mph limits to be a fundamental part of any Safe System approach to reducing road danger (a key component of the new RSS). There was also a call for clear and definitive guidance on setting local speed limits.

See [here](#) for more details and a recording of this session.

What has been noticeable across all three sessions is the unprecedented level of agreement about the necessary role of 20mph in achieving the Government's casualty reduction targets.

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Here are details of the two previous sessions:

SESSION ONE - 3 JUNE

This first session focused on **scrutiny** and featured expert witness contributions from:

Jamie Hassall, Executive Director, Parliamentary Advisory Council for Transport Safety

Steve Cole, Director of Policy & Impact at RoSPA

Nicholas Lyes, Policy & External Communications Director at IAMRoadSmart

Steve Gooding, Director, RAC Foundation

Ross Moorlock, Chief Executive Officer, Brake

Jamie Hassall made a particular case for a national approach to 20mph roll out as a way of saving on costs and the need to change the narrative on lower speed limits so that people understand the benefits, rather than framing 20mph limits as something that is controversial and divides public opinion.

More information and a link to the recording can be found [here](#)

SESSION ONE - 24 JUNE

This evidence session focused on **infrastructure** with expert contributions from:

Dan Campsall, Chair, Agilisys

Kate Carpenter, Vice President, Chartered Institute Highways & Transportation

Sarah Whitebread, Head of Policy and Public Affairs, Cycling UK

Zak Viney, Campaigns & Public Affairs Co-ordinator, Living Streets

Martin Wiltshire, Assistant Manager, Safer Roads & Parking, Hampshire County Council)

In this session, strong support was shown from all witnesses for a national default 20mph speed limit. You can find out more and watch the recording [here](#)

The Transport Committee evidence sessions resume in the Autumn. You can find details of past and future Transport Committee RSS Inquiry sessions and publications [here](#).

Press coverage of RSS sessions

There has been quite a bit of press coverage on the RSS evidence sessions, with both the [Independent](#) and [Auto Express](#) picking up on the cost saving benefits of a national 20mph default. **20's Plenty** are also quoted in another [Auto Express](#) article reporting on the 15 July session and there are some interesting views in this [Motorcycle News](#) article which ends with the suggestion that driving at lower speeds "*is not easy and therefore may have made riding a scooter or motorcycle more dangerous*" a claim still being made by some car drivers!

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[The Times](#) picked up on **Phil Jones'** call for speed limiters in cars to aid compliance of 20mph speed limits as well as his comments that there was silent majority support for the national 20mph default roll out in Wales, despite press claims to the contrary that amplified very vocal minority opposition. **Adrian Berendt** is also quoted on the possibility of using interventional in-car technology to limit maximum speeds in designated slow areas, in much the same way as speed restrictions already placed on electric Lime Bikes. (nb: free sign up needed to read this article)



Delivering 20 Webinar - Making 20 work

We held the fifth in our popular **Delivering 20 webinar** series back in May. Over 650 people registered in advance with over 400 watching live on the day. You can find a link to the recording on the 20's Plenty website [here](#)

Focusing on *Making 20mph work - Evidence, Delivery and Impact*, the webinar featured presentations from:

Sue Nicholls, 20's Plenty who reported on the latest casualty reductions in Wales. (*starts at 5'42"*)

Andrew Gant, former Cabinet Member for Transport, gave insights into the key challenges in implementing a county-wide 20mph limit in Oxfordshire, including getting local bus companies on board with their plans (*starts at 14'26"*).

Adam O'Neill, Programme Development and Delivery Lead, described how the county council delivered its successful 20mph strategy in Cornwall within the current setting local speed limits guidelines. Also the importance of good engagement as a way of gaining a good level of support and outlining the benefits for local communities (*starts at 29'30"*).

Darren Divall, Regional Road Safety Manager, Transport for West Midlands discussed the appropriate practical support and improvements to setting local speed limits guidance that is needed to help local authorities implement 20mph speed limits (*starts at 41'14"*).

and **Phil Jones**, Phil Jones Associates, who gave an overview of 20mph implementation in Wales and Scotland, his thoughts on the existing *Setting Local Speed Limits Guidance* for England, and what new guidance and policy needs to look like to help achieve the ambitious 65% (70% children) casualty reduction targets by 2035 set in the UK Government's new Road Safety Strategy (*starts at 57'47"*).

The webinar closed with a Q&A panel session.

Active Travel News

In June, **Active Travel England** published the third [Cycling and Walking Investment Strategy](#) (CWIS3). It sets out the government's vision and objectives for active travel with 'walking, wheeling and cycling to be safe, easy and accessible choices for everyone'.

Targets include:

- **55% of all short stages in towns and cities to be walked or cycled by 2035**
- **60% of children aged 5 to 16 will usually walk or cycle to school by 2035**

Achieving these targets will be a real challenge for the government if it doesn't deliver early and significant initiatives in its Road Safety Strategy and this further emphasises the role of 20mph as an urban/village norm.

Good to see that **Active Travel England** has also published their new [Rural Design Guide](#) which aims to “help councils build safe and appealing routes that not only enable more everyday active journeys but also help them make the most of our wonderful countryside”. It recommends that “where people walking, wheeling and cycling share space on country lanes with motor traffic, traffic speed should be no more than around 20mph (including [Quiet Lanes](#) where they form part of the designated active travel network).



National News

Wales



The Welsh Government is continuing with its plans to reduce road danger and has issued its Road Safety Partnership plan which includes an ambition to “*build on the implementation of 20mph roll-out, strengthening urban limits to support and encourage active travel through infrastructure improvements that are self-explaining, without negative effects from increasing air or noise pollution*” and “*encouraging people to drive within 20mph*”

speed limits to promote a national safe system/vision zero approach to road safety”.

You can read the full report [here](#).

Scotland

A public consultation has been launched for 20mph speed limits in [North Ayrshire](#)

In [Barrow](#), following public consultations on 20mph limits carried out by Westmorland and Furness Council, clear support was shown for lower speed limits on roads near 4 local schools. However, the council says that due to opposition and lack of support shown for lower limits near 4 other schools will not be included in the scheme. (Consultation response rates varied between 4 and 17 per cent.)

Local news from around the UK

[Oxfordshire County Council](#) has published details of Killed and Seriously Injured (KSI) reductions as result of the county-wide 20mph implementation. Since cabinet funding was approved in 2022, over 275 schemes have been implemented in communities in both urban and rural areas at no cost to local town and parish councils..

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In [Cambridge](#), a programme has been launched for expansion of the city's 20mph limits. The 18 roads in the new proposals have been identified through previous public consultations and stakeholder engagement.

Dorset County Council has launched the fourth phase of its 20mph programme, with schemes planned for [towns and villages](#) across the county, including plans for a wide area limit in [Dorchester](#).

In [Leicester](#), many residential roads in could become 20mph zones by the end of the year, according to city council leaders.

Wiltshire County Council has adopted a new [Speed Limit Policy](#) which includes details of 20mph implementation. The stated aims for the implementation of 20mph limits include: the promotion of healthier lifestyles, sustainability and environmental benefits, improvements to the social interaction and the economic wellbeing of an area alongside collision reductions. Roads under consideration will need to meet one of the 5 qualifying criteria. These include a requirement for average 'before' speeds on a road to be 24mph or less.

[London News](#)

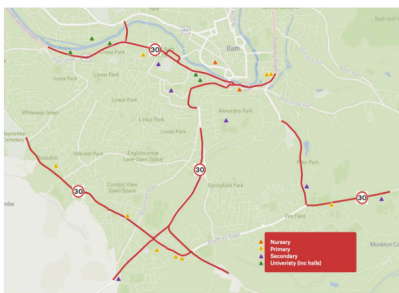
This year's [Healthy Streets Scorecard](#) has recently been published. It assesses how well the London boroughs are doing against key targets from the Mayor's Transport Strategy. The [2026 results covering 20mph limits](#) show that London-wide, **61.7%** of borough-managed roads now have 20mph limits (up from 60.9% TfL has also continued progress on the Red Route network, with 267km up from just 35km in 2019. **Nineteen** boroughs now have 95% or more of controlled roads covered by a 20mph limit, but, Bromley, Hillingdon, Bexley Havering remain below 10%. In the past year, Greenwich, Haringey and six other boroughs increased coverage of 20mph speed limits.



[20's Plenty News](#)

A new member has joined our national 20's Plenty national team. **Louise Wass**, who is already an established road safety campaigner in London, joins us as Campaign Coordinator, giving support to existing local 20's Plenty groups and helping establish new ones. If you would like to start, revive or expand a campaign please do contact her. Also, if you are facing challenges in your campaigning or want to connect with other campaigners in your district, county or area Louise can help share your details with other supporters in our database.

[CAMPAIGNER NEWS AND INFORMATION](#)



Campaigners have launched a petition calling for **Bath** to have the first whole-city 20mph limit in the UK by 2027. There are just 8 miles in the city without a 20mph limit. You can find details of their campaign and the petition [here](#).

Our next **Campaigner Zoom session** will be on **day month at 7pm**. You can register [here](#) in advance and come along to ask us anything about local campaigning.

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](#).

More than 500 UK Parish/Town Councils support 20's Plenty. Why not share resources, like a list of supporting parish councils using a Google account and create a campaign map. 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 use in your local campaign, including **graphics**, **briefings** and **articles**



20's Plenty

Where people live
where people are

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](#).



You can find plenty of useful information and join the discussion on our private [Campaigner Facebook Group](#).



If you find "X" too toxic these days, you can follow us on **Bluesky** at [@20splenty.bsky](#)

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



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