
20mph Speed Limits in London



Update – November 2017

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Headlines. The latest news on 20mph in London is:

- As of November 2017, ten London boroughs have 20mph limits on all/almost all of their borough-managed roads -Islington, Camden, City of London, Southwark, Lambeth, Lewisham, Tower Hamlets, Hackney, Haringey and Hammersmith & Fulham.
- TfL now has 20mph limits on the Red Route network (TLRN) in a large number of locations in Central London and has confirmed that trials will be undertaken in the near future at other locations. Camden St and Earl's Court Road are the latest TLRN roads to go 20mph (Autumn 2016).
- Five of the central London bridges will become subject to 20mph limits.
- May 2017 - London Borough of Croydon announces that it intended to make all of its residential roads and a number of its more major roads (but not arterial roads and bus routes) 20mph.
- Following the successful consultation in 2015, in March 2016 the Hammersmith & Fulham cabinet agrees to an experimental 18-month trial of a borough-wide 20mph limit on all residential roads and a large number of main roads across the borough. The experimental scheme was made permanent by the Cabinet¹ on Tuesday 4th September 2017 and is effective from 11th September 2017.
- In January 2016 LB Hounslow confirmed the roll out (over a four-year period) of 20mph limits for all residential roads and main roads on which there is significant pedestrian activity and on all roads in the Chiswick area.
- Wandsworth. Summer 2016 consultation shows 59% in favour a borough-wide 20mph limit on all residential roads. Implementation completed June 2017.
- September 2016 - Westminster announces trials of 20mph on its street with the details of the locations confirmed in autumn 2017 and including a two wide-area schemes.
- Ealing announces the introduction of a new urban speed limit policy with a 20mph speed limit in residential areas and town centres (subject to the outcome of consultation). The year-long trial in the Acton area came into force on Monday 5th September 2016. The borough now (November 2017) has 48% of its streets with a 20mph and the borough aims to alter the limits on remainder of streets and roads in phases during the LIP period 2019-2021.
- (Autumn 2015) Waltham Forest, rolling out a policy of borough-wide 20mph limits on its residential roads, has a successful consultation in Highams Park, its first area for 20mph limits north of the North Circular.

- **As of the November 2017, more than two-fifths (43%) of all Londoners are living on roads and streets with a 20mph speed limit (3.7 million out of total 2015 population of 8.7 million). In the Inner London boroughs more than three-quarters (76%) of the population is living on 20mph streets and roads (2.3m out of 3.1m population)².**

The following is the current position as regards 20mph speed limits in London in terms of:

- A) Borough controlled roads
- B) Recent developments on the TfL controlled Red Route Network (TLRN)
- C) How policy on 20mph in London is evolving
- D) Encouraging greater compliance including through enforcement.

¹ <http://democracy.lbhf.gov.uk/ieDecisionDetails.aspx?ID=3329>

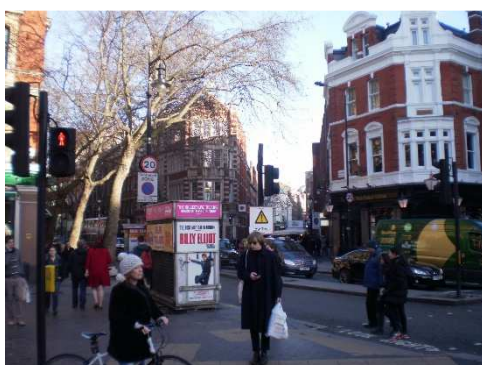
² London population by borough – 2015 projections (<http://data.london.gov.uk/population-projections/>). % Roads in 20mph in London taken from 2011 FOI (https://www.whatdotheyknow.com/request/20mph_zones_in_london) amended as follows - where boroughs have adopted 20mph on all borough roads projected 95% of population live in 20mph street, where some main roads excluded (Haringey) 90% coverage is estimated. Projection for Wandsworth updated (from 10% to 30%) owing to introduction of 20mph limits; Lewisham is excluded until the July 2016 introduction of 20mph and is currently estimated at 65%, Waltham Forest is 75%, Croydon 20% (with the introduction of 20mph in area 1 (north Croydon)).

The situation is always a little fluid but this should be a reasonably accurate picture.

A) Borough Roads

1. Borough-wide 20mph Limits. A number of the London boroughs have moved towards borough-wide 20mph speed limits. These are:

- **Islington** implemented a 20mph speed limit on all the roads it manages in January 2013 through a mix of large signs, small repeater signs and 20mph roundels in the carriageway. As of 7th October 2014, the police started to enforce against those exceeding the 20mph limit.
- **Camden** implemented a policy of borough-wide 20mph speed limits on all on its borough roads in December 2013.
- **City of London.** An authority-wide 20mph speed limit came into force on 20th July 2014. All TfL controlled Red Routes are also included except for Upper and Lower Thames Street and the Tower gyratory which remain 30mph. Enforcement of the limit is being undertaken by City of London Police.
- **Southwark.** 20mph was adopted by Council Assembly and approved by Cabinet for implementation in November 2012. Southwark formally became a 20mph borough on all the roads it manages on Monday 16th March 2015.
- **Tower Hamlets.** Cabinet approved 20mph limit for the borough in February 2015. Implemented as an 18 month trial from 13th April 2015. The scheme was made permanent at a Cabinet meeting that was held on Tuesday 6th September 2016. A TfL trial of 20mph on Commercial St (TLRN) was implemented at the same time as the start of the borough trial in April 2013.
- **Hackney.** January 2014, Hackney announced that it would be rolling out 20mph across the borough's main roads. Hackney became a fully 20mph borough in summer 2015.
- **Lambeth.** Introduced a borough-wide 20mph limit on 4th April 2016. Working with TfL on including appropriate Red Route roads and four sections were confirmed as going 20mph around the same time as the borough limit came into force.
- **Lewisham.** The Mayor of Lewisham Sir Steve Bullock announced on 11th June 2014 that all of the roads in the borough will be subject to a 20mph limit. Implementation planned to be completed in summer³ 2016 and fully implemented on 5th September 2016.



20mph Limits in Camden



20mph Limits in the City of London

³ <http://www.lewisham.gov.uk/myservices/transport/road-safety/Pages/20mph-borough-speed-limit.aspx>

- **Hammersmith & Fulham.** Cabinet approval for experimental 20mph limit on all residential streets and other main roads to be made permanent from 11th September 2017⁴.
- **Haringey.** Borough implementation of its borough-wide 20mph scheme which excepts a small number of main roads on Monday 15th February 2016.

2. Residential Roads

- **Waltham Forest** has an ambition to see a 20mph limit on all its residential roads. All residential roads south of the North Circular Road have 20mph limits. The Autumn 2015 consultation supported 20mph across Highams Park north of the NCR⁵.
- **Greenwich** has committed to 20mph (implemented over time) on all residential roads.
- **Wandsworth.** Implementation of 20mph on “all residential streets and neighbourhoods” completed June 2017.
- **Croydon.** Following a series of consultations about 20mph limits since 2014, a decision in May 2017 was taken for all residential roads and streets in the borough to become 20mph along with a number of other more major roads. Roads excepted from the 20mph limit would be arterial roads and bus routes⁶. November 2017, area 1 and 2 are already 20mph, area 3 went live 6th November 2017 with areas 4 and 5 due to go live April 2018.

3. Amending Policy Towards 20mph Limits

- **Hounslow.** In January 2016, LB Hounslow confirmed the roll out (over a four year period) of 20mph limits for these types of roads and on all roads in the Chiswick area⁷.
- **Ealing.** In July 2015, the Cabinet announces⁸ that it has agreed to the introduction of a new urban speed limit policy which would establish a 20mph speed limit in residential areas and town centres. The adoption of this policy is subject to the outcome of a trial in Acton and further public consultation⁹. The year-long trial in the Acton area came into force on Monday 5th September 2016¹⁰.
- **Richmond.** Successful consultation on 20mph zone on North Barnes in November and December 2015¹¹. Scheme around Madrid Road implemented in 2016.
- **City of Westminster.** Announces¹² an initial trial of 20mph potentially in a number of locations across the borough. Details of locations at 40 schools and across 2 residential areas confirmed November 2017¹³ along with map of proposed locations¹⁴.

Other boroughs have created a large number of 20mph zones in residential areas. Newham and Kingston (all have more than 30% of the borough roads (by length) limited to 20mph).

⁴ <http://democracy.lbhf.gov.uk/ieDecisionDetails.aspx?ID=3329>

⁵ <http://highamsparkplan.org/outcome-of-council-consultation-for-20-mph-zone-for-residential-roads-north-of-a406/>

⁶ <http://www.croydonadvertiser.co.uk/the-vast-majority-of-croydon-roads-will-now-get-20mph-speed-limits/story-30324073-detail/story.html>

⁷ LB Hounslow confirmed the roll out (over a four year period) of 20mph limits for all residential roads and main roads on which there is significant pedestrian activity and on all roads in the Chiswick area

⁸ http://www.ealing.gov.uk/news/article/1300/twenty_is_plenty_in_ealing

⁹ http://www.ealing.gov.uk/info/200628/current_consultations/2059/acton_20_mph_speed_limit_trial_consultation

¹⁰ <http://www.getwestlondon.co.uk/news/west-london-news/20mph-trial-launched-acton-aim-11843477>

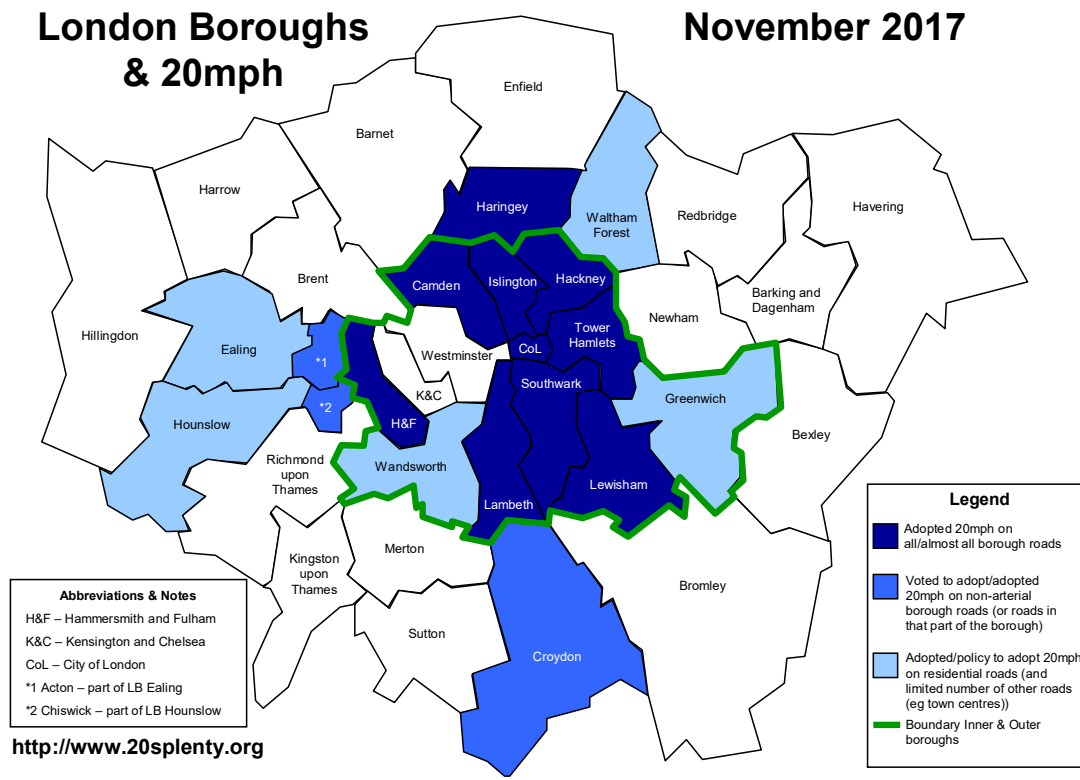
¹¹ <https://consultation.richmond.gov.uk/highways-transport/north-barnes-area-proposed-20mph-zone>

¹² <http://committees.westminster.gov.uk/documents/s19599/20%20mph%20trial%20CM%20report%20Sept%202016.pdf>

¹³ <https://www.westminster.gov.uk/20mph-trials>

¹⁴ https://www.westminster.gov.uk/sites/www.westminster.gov.uk/files/map_of_affected_areas_20mph.pdf

The current position of the London boroughs in terms of policy towards 20mph limits is summarised as follows:



B) TfL and the TLRN

- The other big change in the past 4 years has been the position of 20mph on the TfL managed TLRN (Red Route network). The rise in (cycling and pedestrian) casualties in 2011 coupled with the work of the GLA in terms of a) the Mayor’s Roads Task Force and its creation of typologies that lean a more towards “place” and less towards “movement”, b) the Vision for Cycling and c) the GLA Transport Committee who for the first time proposed a Vision Zero approach to road casualties in London have all led to a greater acceptance of the idea of 20mph on parts of the TLRN.
- Changes towards 20mph speed limits on the TLRN in London include:
 - 20mph speed limit on the IMAX roundabout at Waterloo from June 2013. This began as a trial and has now been incorporated permanently and forms part of the new section of 20mph on the TLRN from York Rd to Southwark St.



IMAX Roundabout Waterloo

- The area-based scheme in Camberwell (linked to Cycle Superhighway 5) and the implementation of 20mph limits for Camberwell Town Centre.



Camberwell Town Centre

- 20mph is implemented New Cross on CS5.
- The removal of the Tottenham Hale gyratory included replacement with two-way roads and 20mph on all roads within the former one-way system.



Tottenham Hale

- Camden High Street is 20mph enforced by the phasing of its traffic lights.
- 18 month trial of 20mph speed limits on two north-south corridors (including two bridges) through the City commenced in July 2014¹⁵ – 1) **Blackfriars Bridge**, New Bridge Street, Farringdon Street (up to Charterhouse St) and 2) **London Bridge**, King William Street, Gracechurch Street, Bishopsgate, Norton Folgate (up to Worship Street). TfL confirms (December 2015) that these trials will be made 20mph permanently in January 2016.



Blackfriars Bridge

¹⁵ <http://www.cityoflondon.gov.uk/about-the-city/what-we-do/media-centre/news-releases/2014/Pages/consultation-begins-on-citys-20mph-speed-limit.aspx>

- 12th March 2015 TfL announced further pilots of 20mph on the TLRN¹⁶. These will potentially be supported digital speed cameras, enforcement by the Metropolitan Police Road & Transport Policing Command (see D below) and a re-phasing of traffic lights¹⁷. The eight locations are:
 - Commercial St (Tower Hamlets) – start date April 2015 to co-incide with implementation of 20mph limits across Tower Hamlets. The area covered in this scheme will increase to cover a significant corridor north along the A10 and around the Shoreditch Triangle. A short section of this was introduced in August 2015 on the Kingsland High St to the north and south of Dalston Kingsland Overground station. The northern extent of the scheme is still to be determined (dotted line in map below).



Commercial Street

(February 2016) TfL confirm an 18 month trial of 20mph around the Old Street roundabout and Shoreditch Triangle area, as well as Curtain Road and Holywell Lane to commence in December 2016¹⁸.

- Westminster Bridge, Stamford Street and Southwark St (between Victoria Embankment and Borough High Street. Incorporates the previous 20mph trial at Waterloo Roundabout). The consultation¹⁹ for this scheme included the ambition of TfL to support the implementation of a 20mph limit along with other speed reducing measures such as (potentially) the introduction of segregated cycle lanes and the removal of the centre white line on the bridge²⁰. The 20mph limit was delivered along Southwark St and Stamford St in June 2016.



Southwark Street (June 2016)

- Brixton Town Centre (St Matthews Rd to Stockwell Park Walk).
- Clapham High Street (between Clapham Park Rd and Bedford Rd, which forms part of Cycle Superhighway 7). The introduction of all three of

¹⁶ <http://www.tfl.gov.uk/info-for/media/press-releases/2015/march/tfl-outlines-new-sites-for-potential-20mph-speed-limits>

¹⁷ <http://www.standard.co.uk/news/transport/20mph-limit-on-major-london-routes-in-radical-plan-to-save-lives-10102995.html>

¹⁸ <https://consultations.tfl.gov.uk/cycling/curtain-road/>

¹⁹ <https://consultations.tfl.gov.uk/roads/westminster-bridge-south>

²⁰ <http://content.tfl.gov.uk/centre-line-removal-trial.pdf>

these schemes sought to co-incide with the implementation of the borough-wide 20mph limit in Lambeth in Spring 2016.

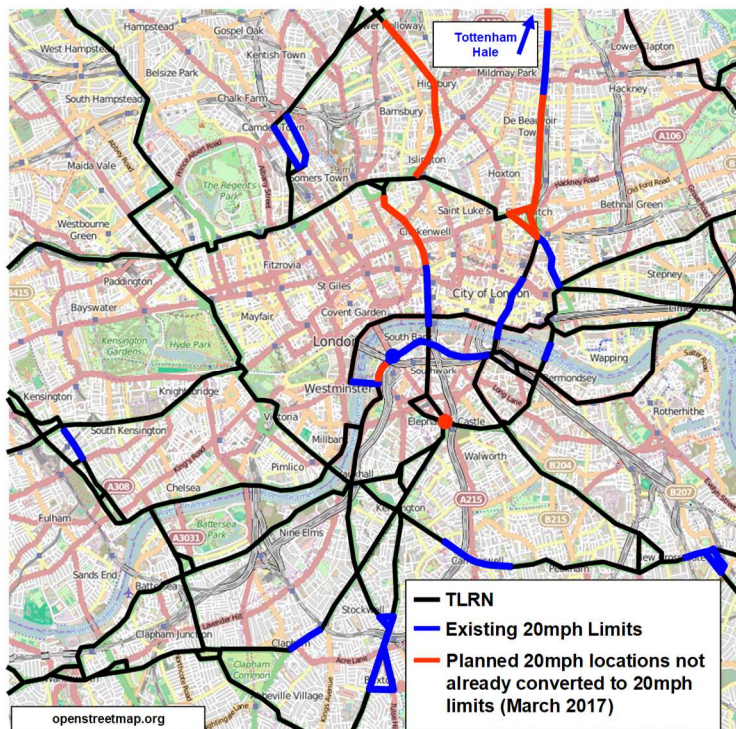
- Earls Court Rd and Redcliffe Gardens (between A4 Cromwell Rd and Fulham Rd) – implemented autumn 2016.



Earl’s Court Rd (January 2017)

- Camden Street (between Camden Rd and Crowndale Rd) - implemented autumn 2016.
- Upper Street and Holloway Rd (between Pentonville Rd and Seven Sisters Rd).
- Kings Cross Rd and Farringdon Rd (between Pentonville Rd and Charterhouse Rd. Linking up with the previous 20mph trial along Farringdon St and Blackfriars Bridge).
- Elephant & Castle – the extent of this scheme is still to be determined. TfL re-affirms commitment to 20mph limits at the E&C in December 2015²¹ but some 20mph signage was introduced temporarily to co-incide with the removal of the roundabout on 6th December 2015.

- The current map of 20mph limits on the TLRN is shown below:



²¹ <https://tfl.gov.uk/info-for/media/press-releases/2015/december/-25m-elephant-and-castle-transformation-reaches-key-milestone>

C) Evolution of Policy

- The TfL/GLA Safer Streets for London Road Safety Action Plan²² (up to 2020) from June 2013 strongly supported the creation of more 20mph zones in London.
- The Mayor of London Vision from Cycling²³ from March 2013, called for wider use of 20mph on the TLRN and the installation of 20mph zones and speed limits on borough roads owing to the *“clear evidence that traffic travelling at speeds of 20mph improves the safety of both cyclists and pedestrians”*.
- The Mayor of London Roads Task Force (RTF)²⁴ report of July 2013, called for far wider use of 20mph speed limits to encourage walking and cycling and reduce road casualties and the *“Introduction of 20mph limit across central London to improve safety, attractiveness and ambience and full evaluation of impacts”*.
- The Pedestrian Safety Action Plan for London²⁵ from the GLA and TfL (adopted in July 2014), calls for the trial and roll out of 20mph limits on TfL managed roads (Red Routes) and to encourage London boroughs to deliver more 20mph schemes, the wider enforcement of 20mph speed limits and trials of Intelligent Speed Adaptation (ISA) technology on London buses (starting in 2014).

The Plan introduces the idea of a lower speed environment for London being made up of a number of strands of policy that work together and consist of:

- Speed Limits and 20mph Speed Limits (in built-up areas)
 - Road design improvements (eg the removal of gyratory road systems; the removal of centre lines on roads (which can reduce average speeds by 3mph²⁶).
 - Active enforcement – the role of police and (average) speed cameras²⁷ and the introduction of Community Road Watch by TfL and the Metropolitan Police²⁸.
 - New Technology. TfL is trialling Intelligent Speed Adaptation (ISA) or mandatory speed control on two of bus routes²⁹.
- The TfL/GLA Cycle Safety Action Plan³⁰ from November 2014 affirms working with boroughs to introduce 20mph limits and zones. It sees the trial on the two north-south TLRN corridors in the City of London as being undertaken *“to create safer and more attractive environments for cycling”*.
 - The April 2014 report on pedestrian safety from the GLA Transport Committee entitled *Feet First – Improving Pedestrian Safety in London*³¹, proposed to increase the percentage of London’s road network that is covered by 20mph limits (from the current level of 19%) to 50% by 2016. This was backed up by a proposal for a Vision Zero approach to road danger in London and the aim of eliminating road death and injury.
 - October 2015. TfL publish a report on their new approach to reducing road danger across London called ‘Safe London streets: Our approach’³². This document sets out how TfL will tackle five principal sources of road danger one of which is *“Travelling too fast”*. The report acknowledges the role speed has in collisions, how widespread 20mph limits are now across London (*“almost 25 per cent of the Capital’s roads now have 20mph speed limits”*) and the role of 20mph limits on TfL’s own road network.

²² <https://www.tfl.gov.uk/cdn/static/cms/documents/safe-streets-for-london.pdf>

²³ <http://www.london.gov.uk/sites/default/files/Cycling%20Vision%20GLA%20template%20FINAL.pdf>

²⁴ <http://www.tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/roads-task-force>

²⁵ <http://www.tfl.gov.uk/cdn/static/cms/documents/pedestrian-safety-action-plan.pdf>

²⁶ <http://content.tfl.gov.uk/centre-line-removal-trial.pdf>

²⁷ [/tfl.gov.uk/info-for/media/news-articles/bus-speed-safety-trial-starts](http://tfl.gov.uk/info-for/media/news-articles/bus-speed-safety-trial-starts)

²⁸ <https://tfl.gov.uk/info-for/media/press-releases/2014/september/tfl-upgrades-london-s-safety-cameras>

²⁹ <https://tfl.gov.uk/corporate/safety-and-security/road-safety/community-roadwatch>

³⁰ <https://tfl.gov.uk/info-for/media/press-releases/2015/june/london-buses-to-trial-speed-safety-technology>

³¹ <http://www.tfl.gov.uk/cdn/static/cms/documents/cycle-safety-action-plan.pdf>

³² <http://www.london.gov.uk/mayor-assembly/london-assembly/publications/feet-first-improving-pedestrian-safety-in-london>

³² <http://content.tfl.gov.uk/safe-london-streets-our-approach.pdf>

- February 2016. Launch by TfL of its revised Streetscape Guidance³³ makes reference to the importance of reducing traffic speeds for the benefit of cyclists and pedestrians using 20mph limits (Part C 4.4) and in particular the role of 20mph speed limits in helping create a good environment for cycling (8.4).
- Autumn 2016. City for All Londoners consultation document³⁴ confirms the role of 20mph speed limit areas in relation to road danger reduction and the delivery of Healthy Streets. The TfL Business Plan launched in December 2016³⁵ underscores the role of 20mph limits in Vision Zero for London.
- Summer 2017. Launch of the Mayor of London's draft Transport Strategy³⁶. Mention of significance of lower speed limits and 20mph in particular in relation to:
 - Healthy Streets – key new prism for all streets in London (page 28) – Reducing speed limits to 20mph and designing streets to keep speeds low.
 - Delivering Vision Zero (with the aim of deaths and serious injuries from road collisions to be eliminated from London's streets by 2041). Recognition of the importance of lower vehicle speeds 'Lowering speeds is fundamental to reducing road danger because a person is five times less likely to be fatally injured if hit at 20mph than at 30mph' and in relation to safe speeds reducing road danger by Introducing lower speed limits and by improving compliance with speed limits through enforcement, information and appropriate training.

D) Encouraging Compliance - Enforcement.

As with the evolution of policy on 20mph at a borough and TfL/GLA level, there are signs of increasing support for enforcement of 20mph limits by the Metropolitan Police with developments in a number of areas in the capital.

1. Development of ACPO Policy. It is now the clear policy of the police to enforce 20mph limits following the change of guidance from Association of Chief Police Officers (ACPO) in October 2013 (<http://www.acpo.presscentre.com/Press-Releases/ACPO-marks-refreshing-of-speed-enforcement-guidance-26e.aspx>)

"The principal alteration to our guidance relates to areas under a 20 mile-per-hour limit. Enforcement will be considered in all clearly posted limits, but limits are only one element of speed management and local speed limits should not be set in isolation. We are now introducing speed awareness courses as a key part of enforcement in these areas for those who breach the limit between 24 and 31mph. Rest assured, deliberate high harm offenders will always be targeted and they will be prosecuted."

2. Enforcement in London. Enforcement of 20mph limits is occurring in London. Since the City of London adopted their authority-wide 20mph limit in July 2014, the City of London Police have been issuing fixed penalty notices. The City of London Police is, however, a different force from the Metropolitan Police. In Islington where all borough roads became 20mph in January 2013, compliance with the 20mph limit was undertaken initially through "advice" by police but this position has changed since October 7th 2014, when the Metropolitan Police in Islington began to fine drivers for exceeding the 20mph limit.

³³ <http://content.tfl.gov.uk/streetscape-guidance.pdf> (Third Edition 2016 Revision 1)

³⁴ https://www.london.gov.uk/sites/default/files/city_for_all_londoners_nov_2016.pdf

³⁵ <http://content.tfl.gov.uk/tfl-business-plan-december-2016.pdf>

³⁶ https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user_uploads/pub16_001_mts_online-2.pdf

http://www.islingtongazette.co.uk/news/drivers_breaking_islington_s_20mph_limit_to_be_fined_for_the_first_time_tomorrow_1_3796635

This combination of enforcement and advice to encourage compliance (see Community Roadwatch below) is now being undertaken regularly and systematically in Islington³⁷.

February 2015. Hackney Council confirms that in its roll out of 20mph speed limits on the borough's main roads the Council "will be working closely with the police to enforce where cars don't adhere to the speed limit" and that "the speed limit will be enforced with the help of police officers as well as road signs and markings"³⁸.

July 2015. Both Lambeth and Tower Hamlets have received support from the Metropolitan Police as they move to becoming 20mph boroughs. Lambeth Council report³⁹ the police position to be "The Police support the introduction of 20mph speed limits across the borough in appropriate locations. Where persistent breaches of the speed limit are identified a referral will be made to the local police teams who may choose to deploy community speed watch in that area. Officers can also use powers under the Police Reform Act to warn drivers and seize vehicles from persistent offenders."

3. Road & Transport Policing Command. The Metropolitan Police has set up the 2,300 officer strong Road & Transport Policing Command and this became operational from 1st December 2014. At the Road Danger Reduction & Enforcement Conference of 1st November 2014, Sergeant Simon Castle confirmed Metropolitan Police support for enforcement of 20mph limits and the role that the newly established command would play in that.

4. Involving the Community. It does not just have to be the police on their own who play a role. Successful is Community Roadwatch which is empowering local communities to play their part in enforcement with training and support from the police.

<https://tfl.gov.uk/corporate/safety-and-security/road-safety/community-roadwatch>

This approach has recently begun to be supported by TfL in conjunction with the Metropolitan Police. TfL confirmed an initial phase of trials of Community Roadwatch in three boroughs (Southwark, Islington and Lambeth) and has now proposed a roll-out across the other London boroughs by the end of March 2016.



CRW with Simon Taylor – Herne Hill Southwark Feb 2016

³⁷ http://www.islingtongazette.co.uk/news/crime-court/police_and_public_to_join_forces_and_enforce_islington_s_20mph_limit_in_uk_s_first_community_speed_watch_1_3863589

³⁸ www.eastlondonlines.co.uk/2015/02/lower-speed-limits-to-see-calmer-and-safer-environment/

³⁹ <http://www.lambeth.gov.uk/parking-transport-and-streets/streets-and-roads/lambeth-goes-20mph-guide#frequently-asked-questions>