
20mph Speed Limits In London



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20's Plenty



Where People Live

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The following is the current position as regards 20mph speed limits in London. This is divided up into the situation with:

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

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 full Council and approved by Cabinet for implementation. All roads (including main roads) will be 20mph by the end of 2014. Southwark have asked TfL to consider which of its Red Route roads in Southwark can become 20mph.
- **Lambeth.** Plans to move to 20mph on borough managed roads with implementation in 2015/16. Working with TfL on including appropriate Red Route roads.
- **Hackney.** On 29th January 2014, Hackney announced that it would be rolling out 20mph across the borough's main roads. The first tranche would be implemented between December 2014 and March 2015 with the remainder implemented by March 2016.
- **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.
- **Tower Hamlets.** October 2014 consultation on 20mph borough-wide speed limit. The results of this are likely to be known in early 2015. Working with TfL on including appropriate Red Route roads.



20mph Limits in Islington



20mph Limits in Camden



20mph Limits in the City of London

2. Position is Between 20mph on Residential Roads and Borough-wide 20 Limit

- **Waltham Forest** has a commitment to 20mph on all residential roads and in all residential areas and, as part of its Cycle Action Plan, appears to commit to a borough-wide 20mph limit.
- **Haringey**. Summer 2014 Cabinet adopts policy of 20mph on all residential roads and in town centres. Main roads remain 30mph. Traffic orders implementing the policy will be being issued in autumn 2014.

3. Residential Roads

- **Greenwich** has committed to 20mph (to be implemented over time via zones) on all its residential roads.

4. Amending Policy Towards 20mph Limits

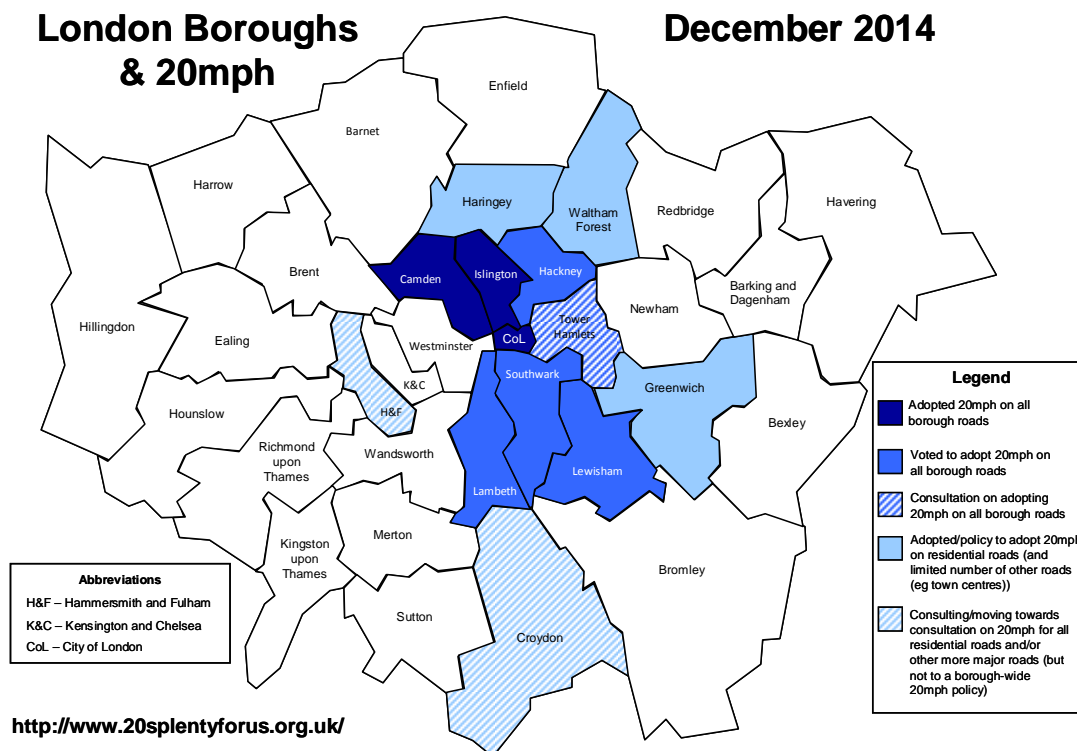
- **Croydon**. September 2014 Council Scrutiny Committee investigates move towards 20mph on residential streets and some other roads (but excludes arterial main roads).
- **Hammersmith & Fulham**. Consultation begins in April 2015¹ on a programme to roll out 20mph limits to all residential roads between 2016 and 2018.

¹ http://www.lbhf.gov.uk/Directory/News/Have_your_say_on_20mph_plan.asp

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

While many boroughs may have a significant proportion of 20mph roads, it does not necessarily herald a move towards a policy of “Total 20” on their borough roads. The use of partial network 20mph zones within a borough may re-enforce and legitimise 30mph speeds in the rest of the road network on what are often densely populated roads used by many residents on foot and who cycle.

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 2 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 Central London include:
 - 20mph speed limit on the IMAX roundabout at Waterloo from June 2013.



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 planned also for New Cross on CS5 and a consultation is scheduled to be undertaken about 20mph in Peckham Town Centre.
- 20mph speed limit in the Queen Elizabeth Olympic Park.
- Elephant & Castle Northern Roundabout “consideration of the appropriateness and effectiveness of a 20 mph speed limit.”
- 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 City² – 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).



Blackfriars Bridge

² <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>

C) Evolution of Policy

- The TfL/GLA Safer Streets for London Road Safety Action Plan³ (up to 2020) from June 2013 strongly supported the creation of more 20mph zones in London.
- The Mayor of London Vision from Cycling⁴ 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)⁵ 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 London⁶ 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 TfL/GLA Cycle Safety Action Plan⁷ published in November 2014 also affirms working with boroughs to introduce 20mph limits and zones and to ensure that the RTF hierarchy including 20mph streets is adopted by boroughs. 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”*.
- In the April 2014 report on pedestrian safety from the GLA Transport Committee entitled *Feet First – Improving Pedestrian Safety in London*⁸, there was a proposal 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 with a longer-term aim of eliminating road death and injury.

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."

³ <https://www.tfl.gov.uk/cdn/static/cms/documents/safe-streets-for-london.pdf>

⁴ <http://www.london.gov.uk/sites/default/files/Cycling%20Vision%20GLA%20template%20FINAL.pdf>

⁵ <http://www.tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/roads-task-force>

⁶ <http://www.tfl.gov.uk/cdn/static/cms/documents/pedestrian-safety-action-plan.pdf>

⁷ <http://www.tfl.gov.uk/cdn/static/cms/documents/cycle-safety-action-plan.pdf>

⁸ <http://www.london.gov.uk/mayor-assembly/london-assembly/publications/feet-first-improving-pedestrian-safety-in-london>

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.

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 Islington⁹.

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. Enforcement – Local Level. The ward panel has the capacity to set policing priorities and enforcement of speed limits can be a priority. The tweets of the local Sergeant in the Caledonian ward from around September 23rd illustrate the role of the ward team.

<https://twitter.com/MPSCallySgt>

In Southwark’s Newington ward and Rotherhithe ward, priorities of enforcement of the 20mph speed limits have been set in the past, and the teams have received the requisite training and undertaken enforcement operations.

5. Community Roadwatch. It is no longer the police alone who play a role. The newly established Community Roadwatch in London is empowering local communities to play their part in encouraging compliance with training and support from the police. TfL is now trialling an initial phase of Community Roadwatch in Southwark, Islington and Lambeth with a planned roll out across London boroughs by the end of 2015.

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

These changes together are helping London move more towards the positions of other major UK cities such as Edinburgh, Glasgow, Liverpool, Bristol, York, Oxford, Cambridge, Liverpool, Manchester, Birmingham, Wigan and Warrington which have adopted 20mph limits on residential roads and other roads where people live, work and shop.

⁹ 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