



Tackling speeding in London - Jan 2022 update

The London [Vision Zero Action Plan Progress Report](#), published in November 2021, was produced by Transport for London, the Metropolitan Police Service and London Councils. It included a summary of progress made and further commitments to lower speeds and increase enforcement. Here Action Vision Zero highlights its work on speeding in London. All of this builds on strong commitments to reduce speeding and speeds in the original (July 2018) Mayor of London/TfL [Vision Zero Action Plan](#).

Importance/priority

Reducing speeds and imposing a default 20mph limit is the single most impactful thing we can do to reduce the risk of people being killed and seriously injured on our roads.

20mph coverage

- Nearly half of all London's roads now have 20mph limits.
- The City of London and 18 boroughs (out of 32) are committed to a default 20mph speed limit

The Progress Report identifies two new actions to increase the use of 20mph limits in London

Action 19: Accelerate the roll out of lower speed limits across a further 140km of our road network by 2024, to reduce the likelihood and severity of collisions.

Action 21: Work with Government to propose 20mph as the default speed limit for urban and all residential roads.

Speed enforcement

- 280,000 speeding and red-light offences detected in 2020/21, up over 60% in two years.
- Around 2/3 all officer detected speed offences are on 20/30 mph roads.
- Community Road Watch (CRW). Since its launch in 2017, more than 4,000 CRW sessions have been held and more than 100,000 drivers have been found to be speeding.
- One fifth of Londoners are aware of CRW and more than half of them think it is effective. This rises to almost three-quarters among those who have children.

Action 18: We will challenge the culture around speeding in London by:

- Significantly enhancing police capacity to enforce up to **one million offences** per year by 2024/25 by drivers who continue to speed
- Implementing new safety camera technology that will enable the police to take action against high-risk speeders, regardless of which camera has captured the speeding offence, once approved by the Home Office. Approval is expected by the end of 2021/22
- Launch five new mobile safety cameras by the end of 2021, operated by a team of Roads Policing police community support officers, to target enforcement in areas of local concern.

Action 20: The MPS will designate police constable traffic enforcement powers to PCSOs so that they can stop speeding vehicles and take enforcement action against drivers, thereby further increasing police speed enforcement capacity. Beginning in 2022, powers and training will be rolled out in a phased approach beginning with 400 PCSOs in the RTPC.

Vehicle design and compliance

Intelligent Speed Assistance systems are the technology with the greatest potential to reduce harm across all vehicle classes, by helping drivers manage their speed and keep to the legal limit. We introduced this technology to our bus fleet, which led to an 80 per cent reduction in speeding occurrences in the first tranche of vehicles.

Action 27: Retrofit Intelligent Speed Assistance systems to 350 vehicles in our fleet, and to 500 buses by the end of 2021/22, mandate it in all new buses and retrofit to a further 3,000 buses (over the next two years).