



# Safe speeds for central London – introducing 20mph speed limits

Consultation Report  
September 2019

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# 1. Introduction

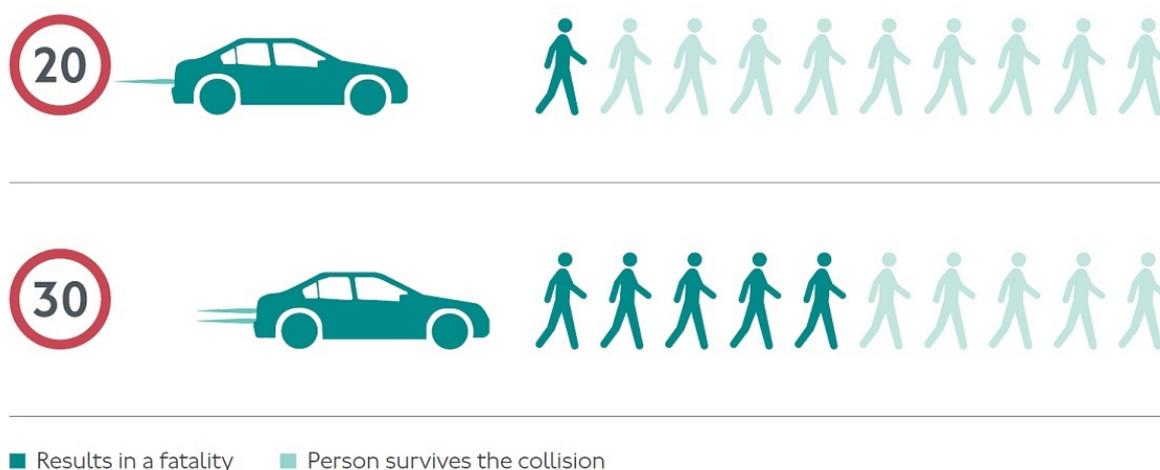
The Mayor's Vision Zero Action Plan (see [tfl.gov.uk/corporate/safety-and-security/road-safety/vision-zero-for-london](https://tfl.gov.uk/corporate/safety-and-security/road-safety/vision-zero-for-london)) sets out our ambition to eliminate death and serious injury from London's transport network by 2041. It details our plans to reduce road danger, including proposals to implement a 20mph speed limit on the roads we operate and manage in central London by early 2020.

Between 5 June 2019 and 10 July 2019 we asked Londoners for their views on our proposals to make the streets we manage in central London 20mph and on the measures we would use to slow vehicles down. We received nearly 2,000 responses from the public and stakeholders.

## 1.1 Why we are lowering speed limits

20mph is a safer speed limit than 30mph for roads where space is shared. This is because a person walking who is hit by a vehicle travelling at 30mph is up to five times more likely to be killed than if they were hit at 20mph.

Relationship between vehicle impact speed and the risk of fatal injury to adult pedestrians in a frontal impact



Figures from 2016, 2017 and 2018 (provisional) suggest that 128 people were killed in speed-related collisions on London's streets in three years. A further 2,256 people were seriously injured where speed was a contributory factor. It is unacceptable that so many Londoners are being killed and seriously injured in speed-related collisions on our roads and we need to do more to prevent these from happening.

Collisions occur more in central London than elsewhere in London and it is also where higher numbers of people are walking, cycling and riding motorcycles. This creates a high-risk road environment. Lower speeds will reduce the danger.

As more and more people are choosing to walk and cycle around London, we must reduce the risk of them being killed or seriously injured.

Lowering traffic speeds also makes our streets less polluted, and better and safer places to walk and cycle.

## **1.2 What we asked and what people said**

We asked two questions about our proposals for the first phase which includes the roads within central London that we operate and manage, except those that already have a 20mph speed limit or where other planned schemes will reduce the speed limit to 20mph. The two questions and a summary of responses received to each are below. For a map of the roads included in the first phase see Appendix A.

### **1.2.1 Q1. Thinking about our proposals as a whole, what effect do you think they will have on the way people choose to travel?**

Half of people who responded believed that the proposals would have a positive impact on walking (51 per cent), with 31 per cent saying that many more people would choose to walk and 20 per cent that a limited number of extra people would choose to walk. Almost two thirds thought that the proposals would lead to more people cycling (59 per cent), with 40 per cent stating that many more people would choose to cycle and 19 per cent that a limited number would.

Four in ten thought that the proposals would have a positive impact on public transport, with 19 per cent stating that many more people would choose to use public transport and 23 per cent stating that a limited number of extra people would choose to use public transport.

Four in ten also thought that the proposals would result in fewer people using vehicles for personal journeys (41 per cent). An impact on motor vehicle usage for business journeys was seen to be less likely, with 58 per cent stating that there would be no effect, and only a quarter stating that fewer people would travel this way as a result of the proposals (26 per cent).

See Appendix B for a chart of responses to this question.

### **1.2.2 Q2. Please let us know if the proposals would have a positive or negative impact on you or the journeys you make**

The percentage column indicates the proportion of people who selected each option from the total number who answered, and responses could be coded into more than one theme.

The main themes raised were:

Theme	%
Will encourage cycling by making it more pleasant/ safer	25
Will encourage walking by making it more pleasant/ safer	22
Slower speeds cause congestion and pollution	13
Journey times including for buses will be increased and this will lead to inconvenience and extra cost for businesses	13
Will make the roads safer	11
Will reduce motor vehicle usage	11
The self-enforcing measures won't slow traffic and are uncomfortable for passengers and will lead to more vehicle wear	11
Better enforcement is needed and better road user behaviour	11

Other issues raised were:

- It is just to raise revenue
- It will lead to more accidents
- It is not needed at night/quieter times
- Need consistency in speed limits
- More physical measures are needed including more crossings and segregated cycle lanes

We have addressed the concerns raised in Appendix C.

### 1.3 Next steps

We considered everything that people said and will implement the new 20mph speed limit as proposed by early 2020. We will monitor adherence to the new speed limit, and effectiveness of the new infrastructure, and we will publish our findings before the next phase.

The new speed limit will start being enforced on a specific date in early 2020, to make it as simple as possible for drivers and businesses to prepare for it. There will be signage to advertise it and a campaign to raise awareness and educate drivers of the benefits of slower speeds before the implementation date.

Proposals for a 20mph speed limit on Tooley Street were consulted on separately as part of the Tooley Street Healthy Streets project. The 20mph speed limit part of this project will be delivered at the same time as the roads in this consultation.

This will help avoid any confusion over the speed limit and reduce the need for additional signage.

## 2. About the proposals

We proposed to introduce lower speed limits on our roads in two phases and asked for views on the first phase. The first phase is roads we operate and manage within central London. Collisions occur more in central London than elsewhere in London and it is also where higher numbers of people are walking, cycling and riding motorcycles. This creates a high-risk road environment and lower speeds will reduce the danger motor vehicles pose to people on foot and bike. As more and more people are choosing to walk and cycle around London we must reduce the risk of them being killed or seriously injured. Lowering traffic speeds also makes our streets less polluted, and better and safer places to walk and cycle.

The second phase is for speed limits to be lowered on a further 140 kilometres of our road network in inner and outer London, including on the inner ring road, high-risk roads and roads in town centres by 2024. This might mean speed limits will be lowered along some roads from 50mph to 40mph, or from 40mph to 30mph, in addition to introducing areas of 20mph where appropriate.

Many roads operated by London's boroughs, and by us, already have speed limits of 20mph and some roads in the area covered by the first phase would become 20mph because of other proposals.

### 2.1 How we will lower speed limits

The Department for Transport suggests that streets that are self-enforcing are the most successful way to achieve compliance with lower speed limits. The look and feel of roads that are designed to be self-enforcing often mean they're more welcoming places for people to walk and cycle too.

However, the roads we manage are London's most strategic routes, carrying 30 per cent of all London's traffic and providing important links for freight and servicing vehicles, as well as buses. They're also often relied upon by emergency services as the most direct roads to use when responding to an emergency. For these reasons, we're taking a phased approach to delivering self-enforcing speed limits, so we can evaluate the effectiveness of the measures first and understand whether additional changes are needed to achieve lower speeds.

Our proposals include:

- Installing 20mph signs and road markings on all roads
- Installing raised pedestrian crossings in five locations where there have been clusters of collisions that led to someone being killed or seriously injured and where there are high volumes of people walking. All raised crossings will have tactile edge paving to mark the crossing location for visually impaired people.

They are designed so that you can travel over them without having to accelerate or decelerate if travelling at or below the 20mph speed limit

- Installing raised tables in two locations which are the same as raised pedestrian crossings, however they are not designated crossing points and do not have tactile edges
- Recalibrating all existing speed cameras in central London to enforce 20mph speed limits instead of 30mph
- Removing the centre white line separating directions of traffic on Millbank

In addition, there would be Vehicle Activated Signs to show drivers what speed they are driving at.

See [consultations.tfl.gov.uk/streets/20](https://consultations.tfl.gov.uk/streets/20) for more information.

## **3. About the consultation**

### **3.1 Who we consulted**

We sent out over 10,000 emails and publicised our proposals in the media and on social media asking for views from all road users. We also hand delivered 2,500 letters to people who lived near the changes we plan to make to the roads such as the raised crossings.

### **3.2 Methods of responding**

Anyone could have let us know what they think of our proposals by completing our online survey, a paper version and sending it to us without a stamp or simply by email, post or calling us.

We said paper copies of all the consultation materials and a response form would be available upon request in Braille, large text or another language.

We also offered and had briefings for anyone that asked and briefed stakeholders before.

We accepted late responses in cases where we were told beforehand.

### **3.3 Other consultations**

To complement our proposals, the City of London Corporation is proposing a 20mph speed limit on its few remaining streets not already 20mph south of Upper and Lower Thames Street.

Proposals for a 20mph speed limit on Tooley Street were consulted on separately as part of the Tooley Street Healthy Streets project. The 20mph speed limit part of this project will be delivered at the same time as the roads in this consultation.

This will help avoid any confusion over the speed limit and reduce the need for additional signage.

## 4. About the responses

There were 1,912 responses from the public and 44 from stakeholders. The stakeholder responses are summarised in Appendix D.

Stakeholders were contacted directly by email. The majority of the public who responded heard about the consultation through social media, with receiving an email from TfL and reading about it in the press as other ways they heard about it.

### 4.1 How the public heard about the consultation

How respondents heard	Total	%
Social media	763	40
Received an email from TfL	317	16
Read about it in the press	261	14
Saw it on the TfL website	171	9
Other	290	15
Not Answered	110	6
<b>Total</b>	<b>1912</b>	<b>100</b>

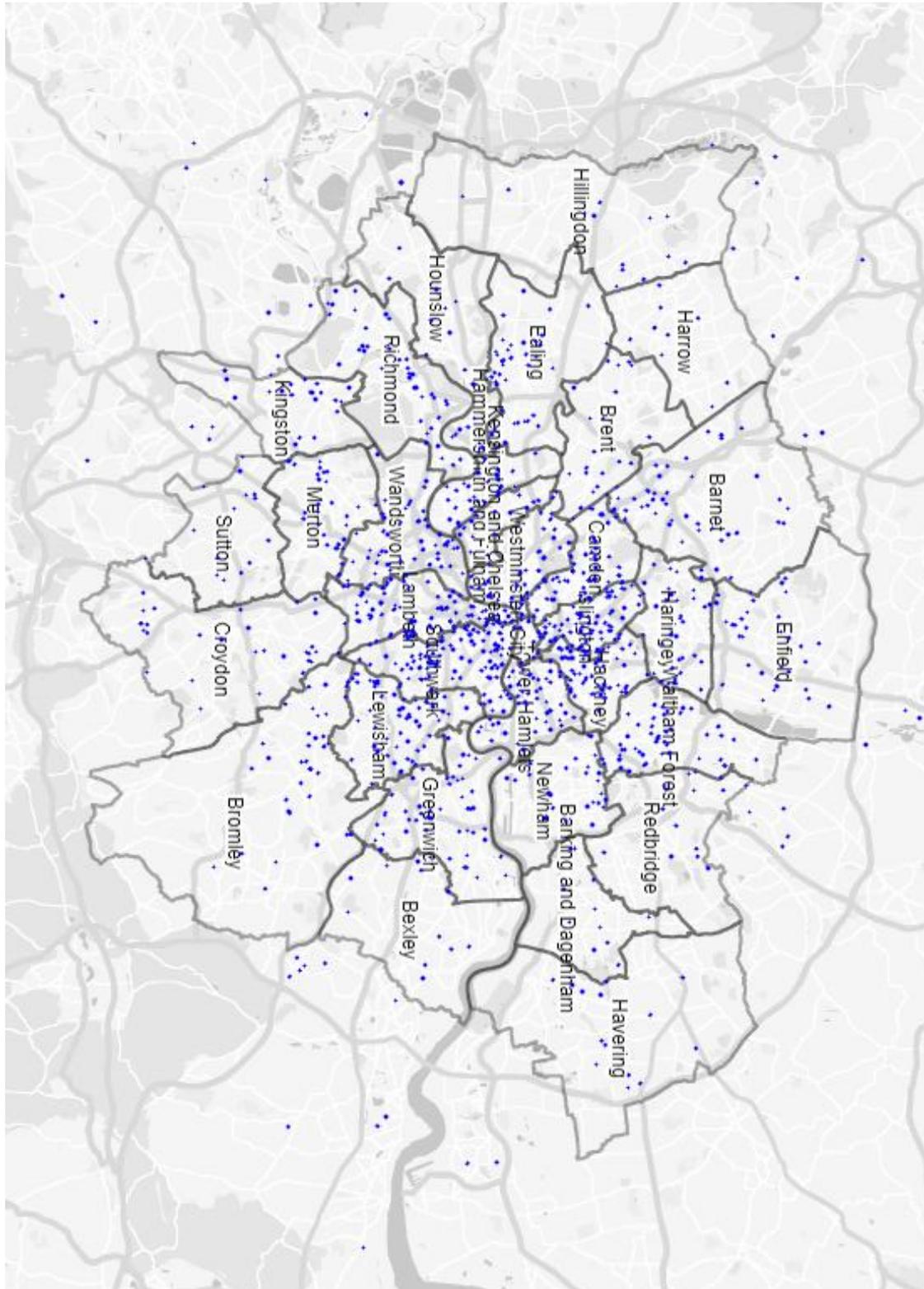
### 4.2 Public respondent type

The majority use public transport in the area, and work in, study in or visit the area. Note that they could select as many options as they wanted.

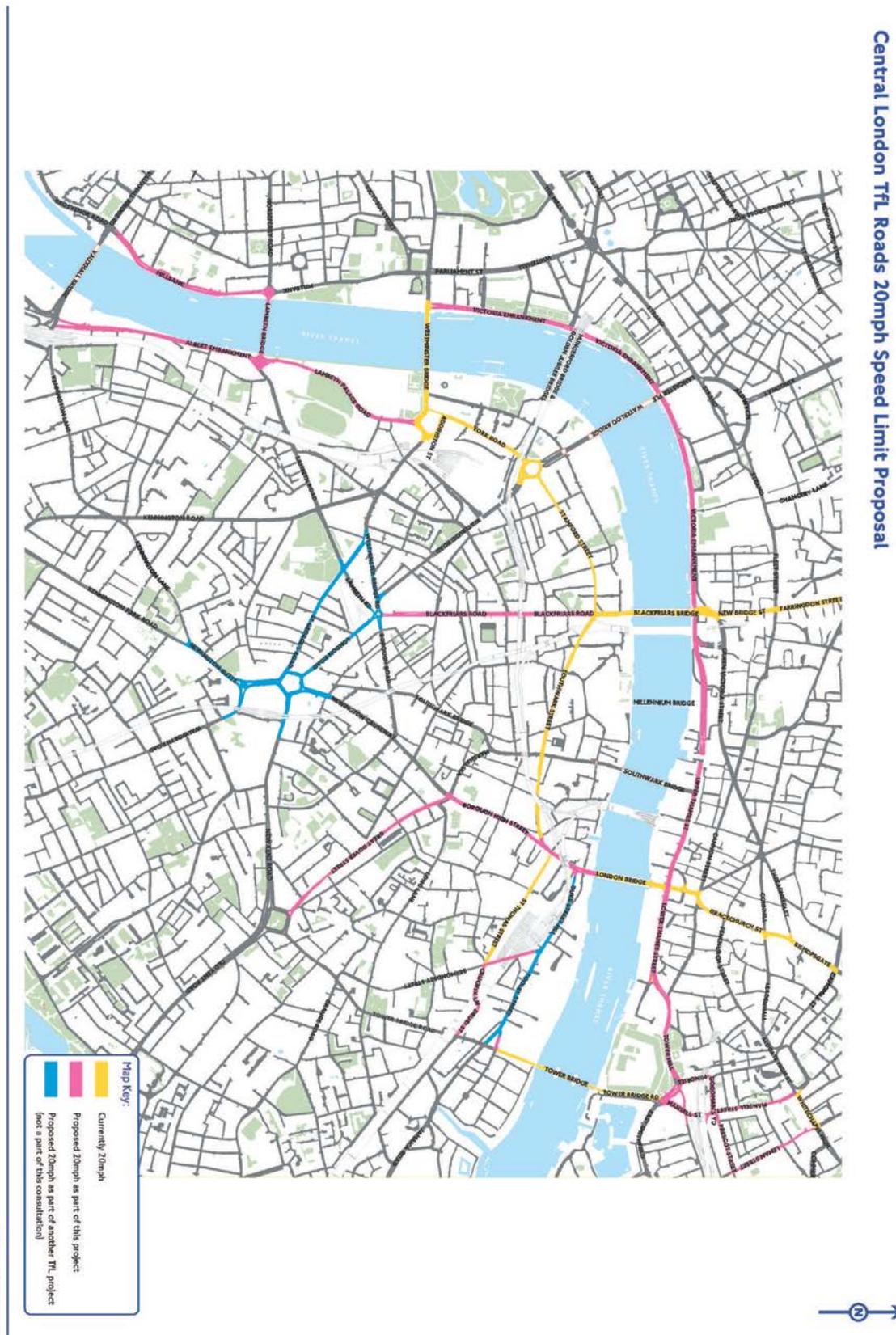
Respondent type	Total	%
Someone who uses public transport in the area	1140	60
Someone working in, studying in or visiting the area	1106	58
A cyclist who might use the roads with a 20mph, or who cycles in the area currently	747	39
A resident living in the area	634	33
Someone who uses private transport in the area	583	30
Not local, but interested in the proposals	267	14
A business in the area	159	8

### 4.3 Where public responses came from

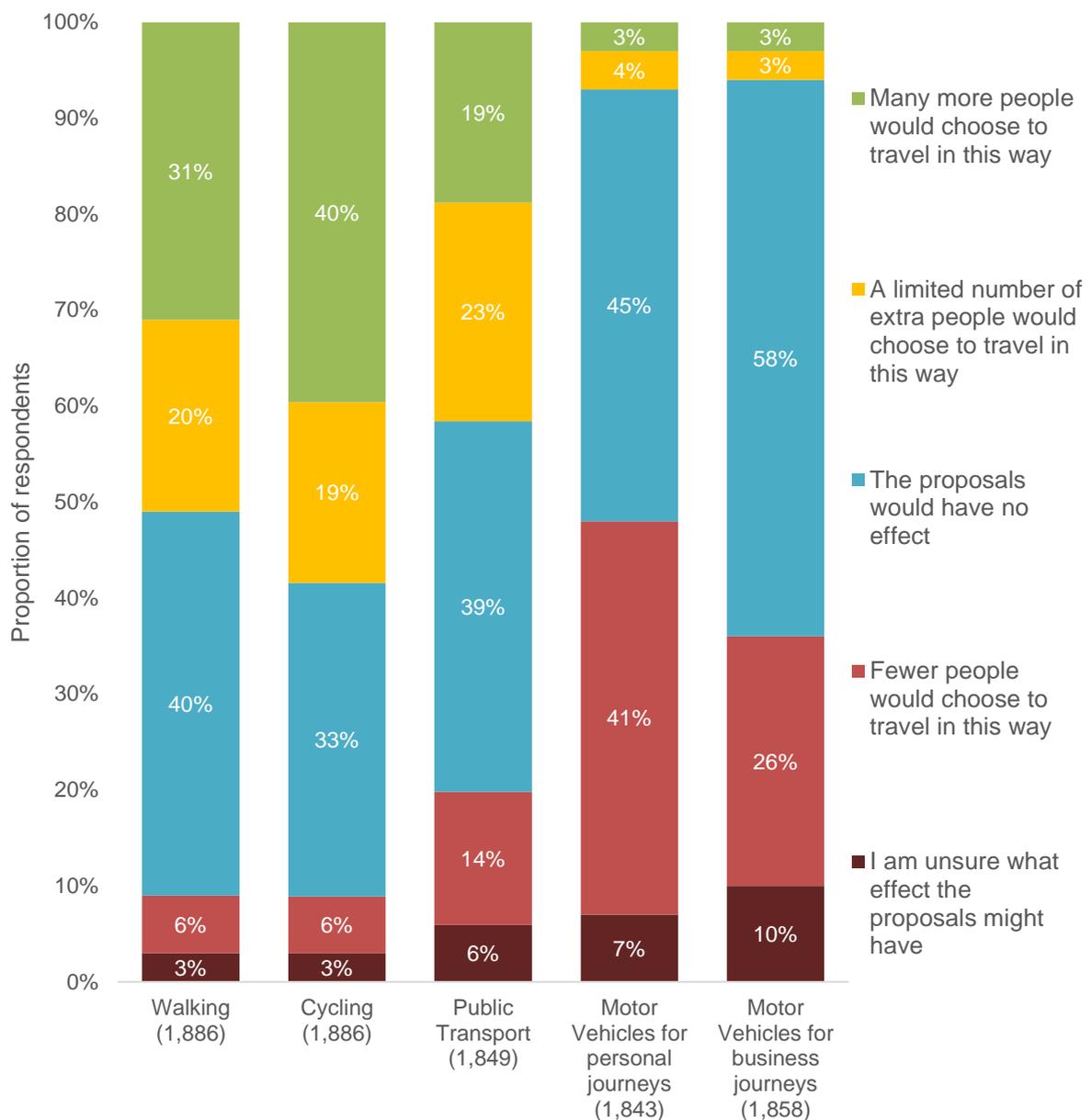
Valid postcodes were provided by 1,441 of the 1,912 people who responded. They were from a wide spread of locations, both inside and outside of London. See below for where public responses came from.



# Appendix A – map of roads in the first phase



# Appendix B – what effect do you think the proposals will have on the way people choose to travel?



## Appendix C – responses to concerns raised

### Slower speeds cause congestion and pollution

Imperial College London's research into the impact of 20mph speed limits suggests they have no net negative impact on exhaust emissions. Results indicated clear benefits to driving style and associated particulate emissions. The research found that vehicles moved more smoothly, with fewer accelerations and decelerations, than in 30mph zones, reducing particulate emissions from tyre and brake wear.

We have undertaken an Environmental Evaluation and are satisfied that the lowering of speeds will not have an adverse impact on the environment or air quality. The Environmental Evaluation recommendation was that no air quality modelling was therefore required.

### Journey times including for buses will be increased and this will lead to inconvenience and extra cost for businesses

Due to current average speeds, it is unlikely that the lowering of speed limits from 30mph to 20mph will change existing journey times during the day.

During off-peak periods, including overnight, some people may experience a slight increase in journey times, however research into the impacts of 20mph by Steer Davies Gleave suggests that introducing 20mph speed limits has a negligible impact on journey times, given that overall journey times are largely dictated by junction delays and not vehicle speeds.

We do not expect any changes to be made to bus timetables during the day as a result of the programme. Given the negligible end-to-end journey time impact of the speed limit reduction it is unlikely we will need to make changes to night bus timetables. However we will continue to monitor bus reliability to determine if changes to timetables are needed.

### The self-enforcing measures wont slow traffic and are uncomfortable for passengers and will lead to more vehicle wear

Alongside the self-enforcing measures we are using a mix of other measures to slow speeds, including recalibrating the speed cameras to enforce the 20mph limit, deploying additional traffic enforcement officers on site, and educating drivers on the dangers of speeding. Following monitoring, we will introduce further measures to reduce speeds if needed.

There is no evidence to suggest that vehicles are damaged if they approach and pass over speed cushions at an appropriate speed.

## More physical measures are needed including more crossings and segregated cycle lanes

The physical measures included in the proposals have been included at locations where speeds are higher than average and there is a higher than average number of collisions resulting in people being killed or seriously injured. The measures, including raised pedestrian crossings, are designed to allow motor vehicles to travel over them safely, and without having to slow down, if driving at a 20mph speed limit.

A comprehensive monitoring and evaluation strategy has been developed which will assess the success of the physical measures in lowering speeds. We will use this assessment to decide whether more traffic calming measures are needed and where they should be introduced on other parts of the road network.

## Better enforcement is needed and better road user behaviour

Enforcement plays a fundamental role in helping to deliver compliance with speed limits.

The Police enforce all speed limits in London, including 20mph speed limits. Almost 160,000 speed offences are processed by the Police each year of which over 42,000 were for offences committed in 20mph limits. To support the roll out of 20mph and to achieve the Mayor's Vision Zero ambition we're working with them to enhance this activity with better targeting, new technology, enhanced powers and additional staff which will increase the deterrent effect and reduce the number of people who choose to break the law and put others at risk.

TfL and the Metropolitan Police will continue to offer Community Roadwatch across London allowing members of the public to work with the Police to undertake speed enforcement in their local areas. Intelligence on speeding drivers identified through Roadwatch is used to inform targeted police activity and over 32,000 warning letters have been issued to speeding drivers to date.

Existing spot speed cameras are in operation on the road network in central London and these will be recalibrated to enforce 20mph speed limits and new cameras will be installed.

Our new road danger reduction approach is based on the internationally recognised Safe System. A core principle of this approach is accepting that people will always make mistakes and designing a transport system that ensures death and serious injury does not occur on the transport network when people do. Our work to deliver a Safe System for everyone travelling in London focuses on:

**Safe speeds:** lowering speeds to reduce the likelihood and severity of collisions

**Safe streets:** redesigning streets to reduce conflict between road users

**Safe vehicles:** allowing only the safest vehicles to use our roads

**Safe behaviours:** engaging and educating people about travelling safely and enforcing against those that continue to put other at risk

**Post collision learning and justice:** learning from collisions and better supporting the people who have been involved

We are delivering marketing, enforcement, training and education campaigns to change behaviours and ensure everyone who uses the road network – people driving, riding or walking – is behaving safely.

While speed limits only apply to motor vehicles under the Highway Code, we expect cyclists to travel safely and acknowledge the lower speed limits. Of the speed-related collisions on London's streets almost all involve motor vehicles and not bicycles.

Cyclists behaving in a way that endangers other roads users can be charged with offences. In 2017/18 more than 3,700 people were enforced for cycling offences. The Police can and do enforce dangerous cycling on London's streets.

#### It is just to raise revenue

TfL does not receive any money from fines issued to people for speeding. This money goes directly to central Government.

#### It will lead to more accidents

There is no evidence to suggest that travelling at 20mph will increase collisions or impact driver concentration. Collision data from around the world is very clear – lower speeds save lives. Research shows that the faster a vehicle is travelling:

- The more likely a collision will occur, because the driver has less time to react, stop and avoid a collision
- The more severe any injury resulting from a collision will be

A speed limit of 20mph has been determined as a safer speed limit for central London because of the high number of people walking and cycling. If a person walking is hit by a vehicle travelling at 30mph they are almost five times more likely to be killed than if they were hit at 20mph.

### **It is not needed at night/quieter times**

We did consider the option of variable speed limits, however our data shows that collisions in central London are more likely to occur at night, when free flowing traffic conditions make it easier for vehicles to travel at speed. There are high numbers of people walking and cycling in these areas of central London at night, particularly in areas like Embankment and Borough High Street which have a busy night-time economy.

It is for this reason that we are implementing the lower speed limit at night.

### **Need consistency in speed limits**

We are working closely with boroughs to create consistency on London's road network.

Almost all borough-managed roads within central London already have 20mph speed limits and we are continuing to work with them where not 20mph already.

## Appendix D - summary of stakeholder responses

Stakeholder	Summarised response
London Fire Brigade	Does not anticipate an impact on attendance times as speed limits are exceeded by emergency service vehicles when required
The John Lewis Partnership	<p>Would like 20mph speed limits only in selected areas of specific danger or incident black spots, subject to operating hours, with clear signage</p> <p>It said costs will increase as a result because of extended delivery times</p> <p>It said HGVs are not generally designed to cruise optimally at 20mph and would be inefficient at these speeds</p> <p>It proposes that in retiming deliveries to many of its stores there is a review of night-time delivery restrictions and that London Councils quickly conclude its review of the London Lorry Control Scheme to ensure more goods and deliveries are made in a way that minimises freight movements, particularly at peak times</p>
Southwark Council	<p>Urges TfL to accelerate this important road safety on the rest its roads and would like to work with TfL on the monitoring of Phase 1</p> <p>It welcomes the recalibration of safety cameras and urges TfL to upgrade them so they can photograph motorbike number plates to improve safety for this vulnerable group and to reduce their speeds close to other vulnerable road users</p> <p>It asks TfL to fund the Council to remove all redundant traffic speed signs and markings on its roads to prevent any confusion between both road networks</p>
Better Bankside	Welcomes the move away from moving vehicular traffic to looking at the varied functions of roads and streets in placemaking and the aim to rebalance London's streets to enable walking and cycling, contributing to a better quality of life. It outlines more locations where further improvements can be made

Lewisham Council	Supports the next phase of safer speeds and submitted a draft plan for all TfL's roads in Lewisham to be 20mph and how it could be enforced
Freight Transport Association	<p>It supports the Mayor's Vision Zero ambition but raised concerns about 20mph</p> <p>It suggests it is subject to operating hours similar to hours of operation of many bus lanes and have a targeted approach so drivers clearly understood the need to take extra care</p> <p>It suggests roads could feel like 20mph through the use of painted lines and planting schemes to suggest a narrower space without the need for enforcement</p> <p>It says extended delivery times will increase costs and that HGVs are not designed to cruise optimally at 20mph and would be inefficient at these speeds</p> <p>It suggest allowing for deliveries to be made overnight and the London Lorry Control Scheme is a barrier to this and that there is a review of night-time delivery restrictions</p> <p>It also suggests working with businesses to procure goods and services in a way that minimises freight movements, particularly at peak times</p> <p>It adds that placement of raised tables should take into account adjacent kerbside deliveries and they do not encroach into loading bays</p> <p>It will work with TfL to provide feedback on Phase 1 to help with the evaluation and Phase 2</p>

<p>Croydon Council</p>	<p>It says it has a mountain of evidence gathered by Croydon and the other London local authorities on the effectiveness of 20mph limits with and without self-enforcing measures</p> <p>It has innovated speed indicator signs which not only show the speed of the vehicle but also flash the vehicle registration number at the driver</p> <p>It is calling, via London Councils, for speed limit enforcement powers to be given to London local authorities</p> <p>It suggests that the next generation of road user pricing include charges for driving above the speed limit</p>
<p>Confederation of Passenger Transport</p>	<p>It supports any proposals which improve safety which have a sound basis for improvement and would like to see a more detailed case on a location by location basis</p> <p>It is concerned will lead to increased congestion, emissions and will reduce air-quality and increase costs</p> <p>It suggests a variable limit varying across time and day and comparing the cost of implementing it with the cost to industry and commerce of a permanent 20mph limit</p> <p>It would like the signage to be clear including road markings and drivers educated in a continuous campaign, rather than limited to the implementation</p> <p>It would like total transparency in the revenue raised</p> <p>It would like to see the monitoring of the impact of raised crossings/tables on the comfort and health of passengers and crew and on the vehicle itself. It is also concerned for pedestrians lacking awareness of the delineation between carriageway and footway</p> <p>It suggests not removing the centre line as it is an aid to drivers and people crossing</p>
<p>UPS</p>	<p>It supports 20mph speed limits on some roads in London</p>

<p>Federation of Small Businesses</p>	<p>It welcomes safer streets in central London and the phased approach to delivering self-enforcing speed limits so that the effectiveness can be evaluated</p> <p>It would like drivers to be clearly informed so fines are avoided and plenty of warning and information for businesses and customers when it comes to construction</p> <p>It is concerned that pollution levels could increase with slower speeds so would like to see the monitoring report</p> <p>It is concerned that some small businesses (taxi drivers and delivery drivers etc) may be adversely affected at night because of longer journey times</p> <p>It suggests cyclists also stick to the speed limit</p>
<p>Caroline Russell AM</p>	<p>She strongly supports the plans for 20mph limits and would like them to go further and make 20mph the default limit on every road in London where there is a pavement and where people walk and cycle as slower speeds reduce danger, noise and pollution and make roads safer and more pleasant for walking and cycling</p> <p>She would like the monitoring report to be shared widely to show the benefits</p> <p>She encourages a combination of engagement and enforcement to back up the new speed limits and existing 20mph limits</p> <p>She welcomes Intelligent Speed Assistance on all new buses and would like all buses operating in central London to be fitted with it by the time these speed limits come in to operation</p> <p>She urges that Phase 2 is progressed as quickly as possible and not left to 2024 with a clear commitment and timetable with 20mph the default for any road with a pavement and where people walk and cycle</p>
<p>Hackney Disability BackUp</p>	<p>It says the proposals would have a positive impact on lives but shouldn't rely on self-enforcement</p>

<p>Team London Bridge</p>	<p>It welcomes as bringing the TfL roads into line with local borough roads and the London Bridge Cycling Strategy indicates that safety is a key barrier to increasing getting more cyclists using the area, particularly more female and disabled cyclists. It notes that it will be beneficial in terms of safety to vulnerable road users (walking and cycling)</p> <p>It suggests that London Bridge be a 20mph zone so that additional signage is not necessary between borough and TfL roads, decluttering signage rather than adding new clutter signage</p> <p>It notes that the only street that will not be 20mph in London Bridge is a section of Tower Bridge Road between Queen Elizabeth Street and south of Tanner Street and suggests it be included for 20mph</p>
<p>Caroline Pidgeon MBE AM</p>	<p>She strongly supports the plans for 20mph limits and says they will make many roads safer for pedestrians, cyclists and people riding motorbikes</p> <p>She also supports adopting a wide range of design and engineering measures to lower speeds including the use of signs, road markings, raising pedestrian crossings, raised tables and removing the white line in the centre of roads. And would like these built upon in rolling out more 20mph speed limits in outer London, especially in areas where there is a high number of pedestrians and other vulnerable road users</p> <p>She would like to know if consideration has been given to 20mph speed limits for part of the day rather than for the full 24-hour period, like bus lanes. And says that tackling congestion while restricting traffic speeds to a maximum 20mph should be complimentary policies</p>
<p>Living Streets</p>	<p>It supports and would like the early implementation of phase 2 across London</p> <p>It adds that compliance with lower speed limits and support the proposed approach of introducing physical measures and assessing their impact before planning further measures to ensure compliance</p> <p>It adds that Intelligent Speed Adaptation should start to be mandatory for all taxis, HGVs, working vehicles and GLA managed/licensed vehicles as early as possible</p>

<p>Road Haulage Association</p>	<p>It strongly objects to the proposed 20mph speed restrictions proposed for major and key road freight routes in central London. It adds that Millbank, Victoria Embankment and Lower Thames Street are main road freight delivery routes into central London from the east and west and are also key bus routes. Bus routes operate on key arterial roads in London and the negative impact of bus journey times will be similar to road freight</p> <p>It would like to discuss further 20mph proposals as soon as possible</p> <p>It suggests bus route roads should be subject to 30mph speed limits and not 20mph</p> <p>It says the effect of creating a 20mph speed limit on the arterial network will have an adverse effect on the road freight sector with massive unintended consequences. It adds that fresh food and other perishable goods which rely on timed deliveries will be delayed and that the additional extra time taken to make these deliveries means fewer deliveries will be made. To enable the same amount of deliveries additional vehicles and drivers will be required to compensate those vehicles making fewer deliveries, and there is currently a 55,000 driver shortage in the UK</p> <p>It suggests compliance of the existing 30mph speed limit would have the same effect in reducing collisions</p>
<p>Westminster City Council</p>	<p>It fully supports the proposals including the proposed complementary measures on Millbank and Victoria Embankment</p>
<p>Camden Council</p>	<p>It strongly supports the proposals and the measures to help ensure compliance</p> <p>It would like for TfL's managed roads in Camden to be 20mph as soon as possible, to complement its own Borough-wide 20mph, and suggests it can start to be implemented as part of other schemes being developed such as Camden to Tottenham Hale Cycleway which doesn't include 20mph speed limits in Camden</p> <p>It would like to see the plans for Phase 2 and the monitoring report from Phase 1 and how it will inform additional interventions to improve compliance</p>

<p>Motorcycle Industry Association</p>	<p>It supports the proposals but would like to see powered two wheelers and light vehicles as part of the solution to reduce car and light van usage and car dependence for many who cannot consider active travel. With supporting transport policies they can fulfil a much needed role and help to significantly improve air quality and reduce congestion. These vehicle types do not include electric scooters and e-cargo bikes</p> <p>It suggests that signage is attached to existing street furniture and anti-skid paint is used for painted lines to avoid adding risks to riders</p> <p>It is concerned with removing the centre white line as it may make filtering more hazardous</p> <p>It would like to see the monitoring report on Phase 1 before Phase 2 to ensure there are no unwanted secondary effects on powered two wheeler and light vehicle users</p>
<p>RoadPeace</p>	<p>It welcomes as will be less intimidation and less chance of personal injury from reduced speed, and will also be less disparity between travel speeds and so should be less inclination for drivers to speed</p>
<p>Southwark Cyclists</p>	<p>It supports but would like more supporting measures as well as more enforcement to ensure the 20mph is complied with</p>
<p>Brake</p>	<p>It supports as safety, or perception of safety, is the main deterrent to active travel and getting more people cycling and walking and speed is one of the primary determining factors in road safety</p> <p>It would like the introduction of 20mph limits to be accompanied by a significant awareness raising of the benefits and enforcement campaign. It adds that enforcement and public awareness will be key to the success of the proposals</p>
<p>Road Danger Reduction Forum</p>	<p>It supports and says, if effective, the proposals will make the road environment more attractive for walking and cycling</p>
<p>Chauffeur and Executive Committee - LPHCA</p>	<p>It says that the proposals would not impact a typical journey other than in very off peak hours where congestion is very low. It would not expect any material impact during normal hours</p>

<p>RAC Motoring Services</p>	<p>It welcomes the proposals and says that TfL has identified road safety hotspots in phase 1 and has targeted these with a reduction in speed limits</p> <p>It adds that it does not believe it will reduce the numbers of motor vehicle journeys and suggests that for drivers to swap short car journeys (2 miles or less) for cycling, improved infrastructure (such as cycle lanes) is the most important factor</p> <p>It says that lowering the speed limit will, overall, lower the average speed of drivers, it should be accompanied by physical changes to road layouts to make the road ‘feel like’ a 20mph limit road</p> <p>It has some concerns about the removal of painted white lines in the middle of the road as the evidence on this is mixed and the impact this will have on future technology for autonomous vehicles which have lane departure assist</p> <p>It would not want white lines at junctions removed so drivers understand where they should position themselves at junctions</p>
<p>London TravelWatch</p>	<p>It supports and says this is one of the most effective ways of reducing casualties</p> <p>It notes the recognition that raised tables and crossings may be uncomfortable for bus passengers</p> <p>It suggests changing the ‘look and feel’ of London’s streets so drivers feel they should drive slower, eg tree planting and the removal of pedestrian guard railing etc</p> <p>It adds that slower speeds, though welcome, will mean slower bus speeds and it suggests buses are prioritised</p>
<p>Action Disability Kensington &amp; Chelsea</p>	<p>It supports as speed is a matter of safeguarding and wellbeing for disabled people. It could have direct impact on whether disabled people leave the house. Road danger is one of the biggest barriers to disabled people accessing the opportunities in society which other people take for granted and can result in isolation. It will break more barriers and contribute to better access where all members of our society are equal, have the same opportunities and live their life with dignity and independence</p>

<p>Brent Cycling Campaign</p>	<p>It supports and would like to see the monitoring report to ensure the engineering measures proposed don't have negative impacts on cycling</p> <p>It is concerned about possible effects of removing the centre white line on close-passing of cyclists</p>
<p>20's Plenty for Us</p>	<p>It is extremely supportive of the proposals and advocates strongly for its implementation</p> <p>It says that key to the success of the Vision Zero Action Plan is increasing compliance with lower speed limits and it supports the approach to monitor and assess the impact of Phase 1 before planning further measures and to improve compliance elsewhere</p> <p>It suggests the Vehicle Activated Signs flash up the number plate as in Camden</p> <p>It welcomes Intelligent Speed Assistance on all new buses and suggests it is extended to taxis, HGVs, working vehicles and GLA managed/licensed vehicles as early as possible</p>
<p>Alliance of British Drivers</p>	<p>It says the proposals will not benefit people cycling and walking and will reduce the number of people using buses</p> <p>It adds that drivers will ignore the 20mph limit as they do elsewhere if they consider the new speed limit inappropriate</p> <p>It suggests to avoid delays to journeys the focus should be on accident hotspots</p>
<p>Belgravia Residents Association</p>	<p>It doesn't believe lowering the speed limit to 20mph will make any difference as most drivers ignore the 30mph limit anyway</p>
<p>Friends of Capital Transport Campaign</p>	<p>It supports the proposals and suggests they include bus priority at junctions</p> <p>It is concerned that the removal of white lines could encourage overtaking</p>

<p>Kings College London Stamford Street Apartments student residents association</p>	<p>It does not support as would slow down buses which its residents require to get to university</p> <p>It says that slower speeds will increase pollution and not make the roads safer</p>
<p>Superdrug Stores Ltd</p>	<p>It supports as it says it will be a deterrent to people using motor vehicles for personal and business journeys and may make a better environment for walkers and cyclists</p> <p>It adds that slowing down traffic will add inefficiencies to its operations in an already challenging environment</p>
<p>City of London Corporation</p>	<p>It supports the proposals and suggests an even lower speed limit, particularly along the Bishopsgate corridor</p>
<p>Transport for London Youth Panel</p>	<p>It strongly supports the proposals as making other modes of transport more attractive relative to cars, and as such is needed to achieve ambitions of a healthier, more sustainable future</p>
<p>Sustrans</p>	<p>It strongly supports the introduction of default 20mph speed limits in built-up urban areas as it believes that their implementation is likely to improve road safety and encourage more people to walk and cycle</p> <p>It is concerned over the lack of physical traffic calming measures such as road narrowing which is more likely to result in non-compliance with the new speed limits and suggests that speeds are monitored following the introduction of the new 20mph speed limits and, where the limit is regularly exceeded, physical changes are made to the road design</p> <p>It suggests a default 20mph speed limit for the whole of central London to improve safety and encourage active travel</p> <p>It would like Phase 2 to be implemented as soon as possible so that people outside of the central area in inner and outer London are also able to enjoy the benefits of lower speed limits</p>

<p>London Cycling Campaign</p>	<p>It supports the proposals as they will reduce collisions and their severity and also make walking and cycling a safer and more attractive option</p> <p>It suggests for clarity and safety the limit should cover the entire Congestion Charge Zone</p> <p>It would like in Phase 2 for all streets where people live, work and shop to be 20mph</p> <p>It is concerned that it wont be enforced and so suggests community support officers and council officers enforce speed offences which has been adopted outside London</p> <p>It would like all GLA vehicles it owns, leases, procures or negotiates contracts for are fitted with and use Intelligent Speed Adaptation which prevents speeding. It notes that the new TX hybrid black cabs are equipped with it and suggests Private Hire Vehicles are subject to similar requirements when new vehicles are registered</p> <p>It is concerned about the proposed raised table on Millbank adjacent to the Atterbury Street junction as it constitutes a pedestrian crossing on which motor vehicles have priority over pedestrians, and suggests a zebra or signalised pedestrian crossing</p>
<p>Westminster Cycling Campaign</p>	<p>It supports the proposals, particularly at night time when motor traffic volumes fall and some motorists take the opportunity to increase their speeds inappropriately</p> <p>It believes 20mph speed limits on TfL's roads will encourage others to bring forward their own proposals for simpler 20mph areas without frequent changes of speed limit</p> <p>It is concerned about the proposed raised table on Millbank adjacent to the Atterbury Street junction as it constitutes a pedestrian crossing on which motor vehicles have priority over pedestrians, and suggests a zebra or signalised pedestrian crossing</p> <p>It suggests proposals for 20mph speed limits on the rest of TfL's roads in Westminster be brought forward in Phase 2, in particular St John's Wood Road and the northern part of Edgware Road</p>

London Road Safety Council	It says most London boroughs support the proposals and Phase 2 but that Motorcycle Action Group was absolutely opposed to blanket 20mph speed limits
Bee Midtown Business Improvement District	<p>It supports the proposals as a key step forward in making Midtown a better and safer place to travel and work</p> <p>It adds that lowering traffic speeds not only makes roads safer but also makes streets less polluted and improving the environment is important for the area's businesses, residents and visitors both in terms of public health and the economy</p>
Harrow Public Transport Users Association	It supports 20mph in suburban streets and outside schools but not on main roads and bus routes and is concerned a 20mph limit on bus routes will increase the running time of the services and cost
Brewery Logistics Group	<p>It is concerned that slower speeds will increase journey times which will mean more vehicles to cover deliveries, increasing operator costs and leading to more congestion and emissions</p> <p>Concerned that will cost more lives from the extra pollution than would be saved from slower speeds</p> <p>Suggests that cycling should be urgently as 16% of all deaths from cycling could have been prevented if helmets had been worn (TRL Report PPR 446). And that riders wearing personal protective equipment such as high visibility clothing should be considered as well as cycle maintenance records</p>
Metropolitan Police Service	<p>It says that research shows that a 20mph speed limit implemented by way of signs and lines alone will reduce average speeds by 1-2 mph. With the majority of the TLRN roads selected for speed limit reduction exceeding the DfT threshold for a 20mph speed limit, average speeds will remain too high to change people's travel behaviour</p> <p>It adds that with the current proposals, it is unlikely that Police response times will be adversely affected</p>

Our contact details:

Email us at [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk)

Write to us at FREEPOST TFL CONSULTATIONS 20

Call us on 0343 222 1155 (service and network charges apply. Visit [tfl.gov.uk/terms](https://tfl.gov.uk/terms) for details)

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