

# A move to a 20mph borough

## The Royal Borough of Greenwich

The Royal Borough of Greenwich is strengthening its commitment to creating safer, healthier, and more welcoming streets by proposing to introduce a 20mph speed limit across all local roads in the borough. Improving the safety of our streets and public places for everyone, especially people walking and cycling is a key objective of Greenwich's Transport Strategy and reducing the speeds on our roads will help us achieve this.

**72%**  
of roads in  
Greenwich  
are already  
20mph.

- Existing 20mph Zone
- Borough Boundary
- Ward Boundary

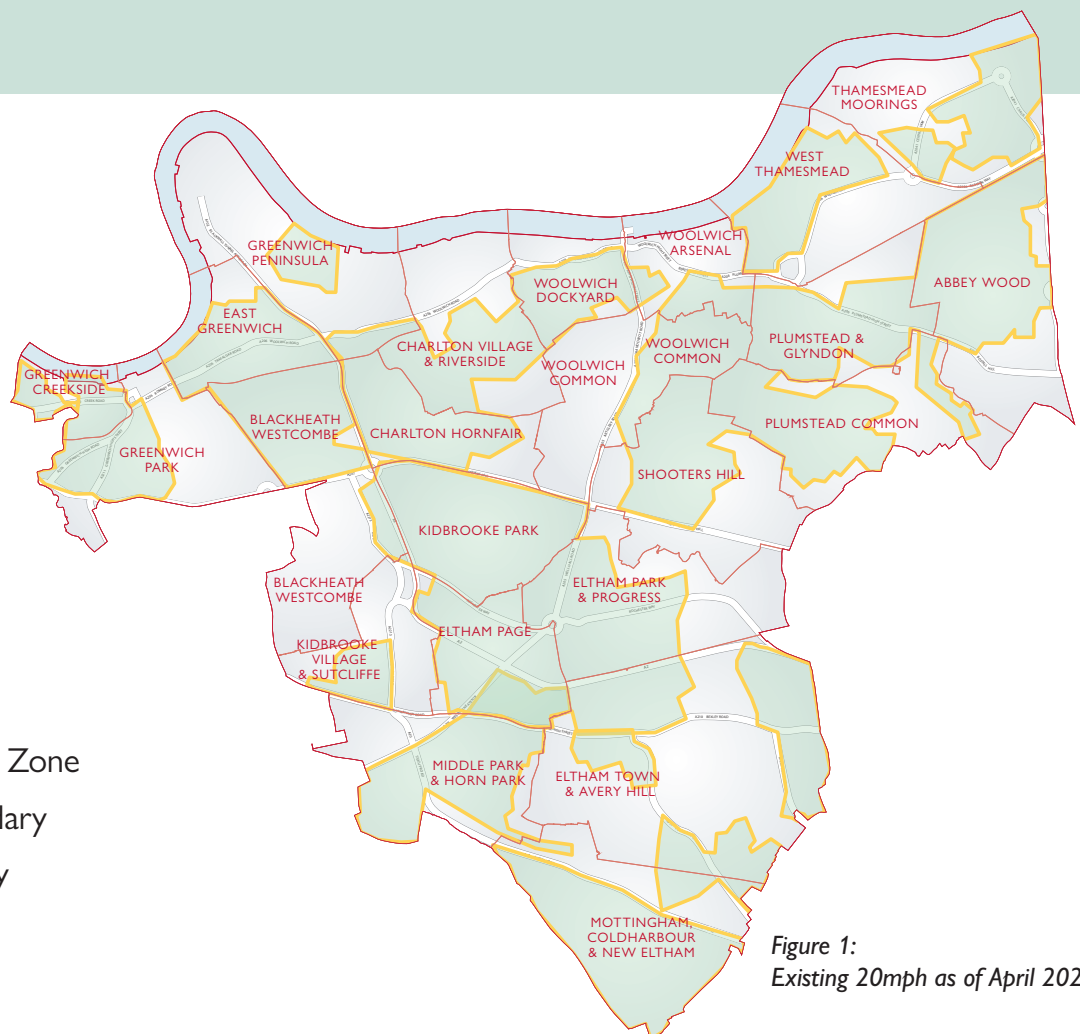


Figure 1:  
Existing 20mph as of April 2026

Over recent years, Royal Greenwich has introduced a number of 20mph zones that cover 72% of local roads in the borough, as shown within the green highlighted area in Figure 1. Transport for London (wTfL) has also made steps to lower speeds on their network by enforcing a 20mph speed limit on the A205.

This next step will build on what is already in place by moving away from individual 20mph zones and applying a single, consistent 20mph speed limit across the remaining borough-managed roads where it does not already apply.

The aim is to create a clear and consistent approach to speed limits across the local road network, making streets easier to understand

and safer for all road users. In becoming a 20mph borough, individual 20mph zones will be removed, and a blanket 20mph speed limit will be applied across all locally managed roads. A-roads and Transport for London (TfL) Red Routes will continue to operate with their existing signed speed limits, reflecting their role as key arterial routes through the borough.

This proposed shift to a 20mph borough is backed by significant investment by The Royal Borough of Greenwich to improve its transport network and make it cleaner, safer, and healthier. The funding includes £1 million of the Council's own budget and £2.1 million from Transport for London (TfL).

## Why do we want to move to a 20mph speed limit?

Slower speeds are a simple but powerful step toward creating a healthier, safer, and more welcoming road environment. Across London, many boroughs have already made the shift to 20mph, reflecting a city-wide commitment to reducing road danger and supporting more active, sustainable travel. This programme is not just a change of speed, it represents a shift in how we design and use our streets: prioritising safety, accessibility, and community wellbeing.

A study by TfL which took analysis of one hundred and fifty 20mph schemes implemented between 1989 and 2013 showed that people killed or seriously injured on borough roads reduced by 34 per cent following implementation of 20mph speed limits. Reducing the number people who are killed or seriously injured on Royal Greenwich's road network is a key focus and one that directly supports our Transport Strategy, Road Safety Action Plan, and the Mayor of London's Vision Zero commitment.



At 20mph you are 5x less likely to be fatally injured than if you are struck at 30mph



## Committing to a reduced speed limit in our borough will also bring the following benefits:

- Create one clear, consistent speed limit across the borough, making roads easier for drivers to understand and reducing the risk of speeding.
- Create safer spaces for walking, and cycling.
- Support climate and air quality goals.
- Improve neighbourhood quality and community wellbeing.
- Align with regional and national best practice.

## How will we achieve this?

As much of Royal Greenwich's local network is already 20mph, only a small number of remaining roads need to be brought in line with the proposed speed limit. This is illustrated in Figure 2 below.

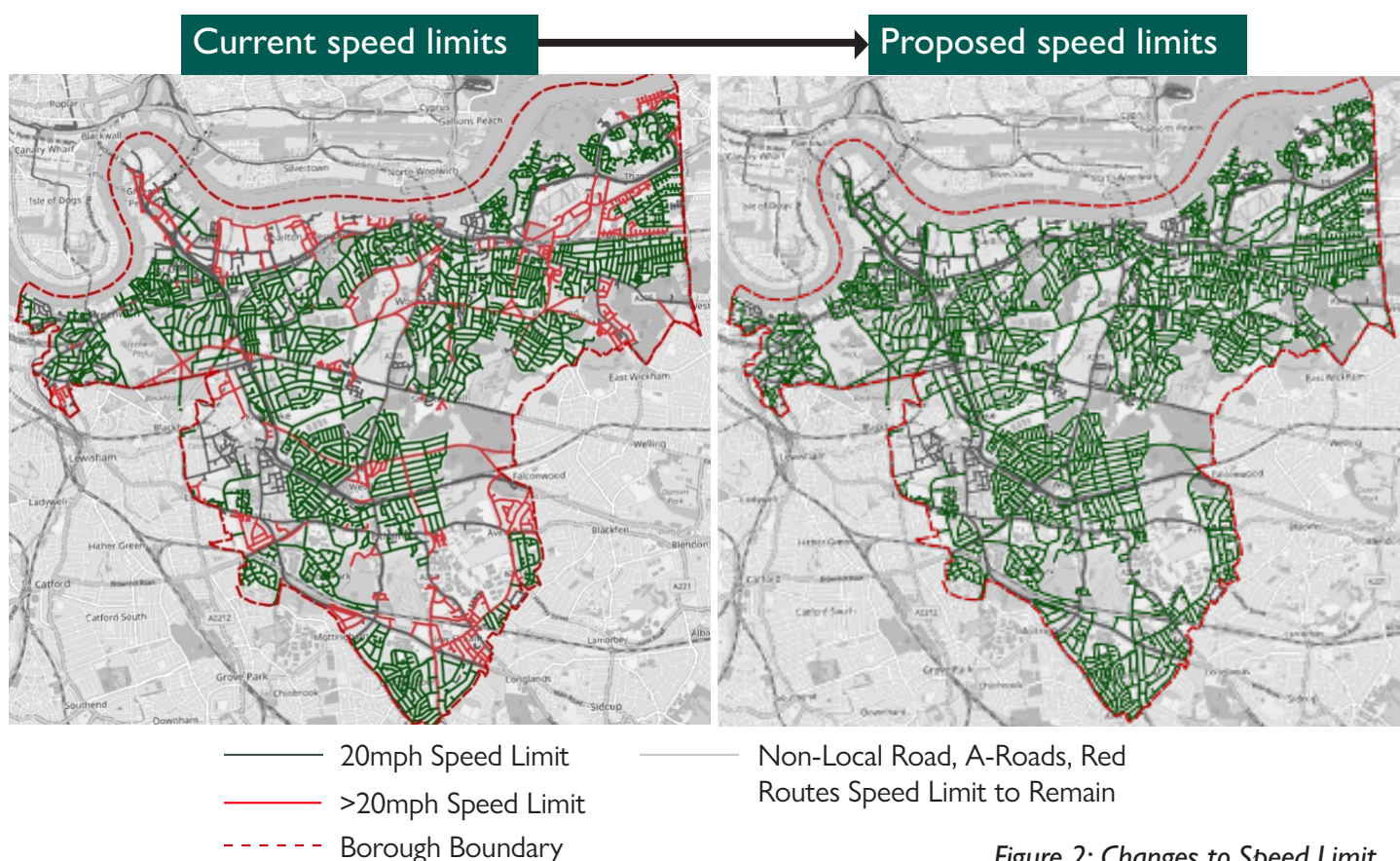


Figure 2: Changes to Speed Limit

Delivery will focus on a small number of clear, consistent measures designed to help drivers understand and comply with the limit. The measures used to bring the remaining roads in line with a 20mph speed limit may include:

- Clear 20mph signs at borough entry points and on individual streets.
- Road markings such as 20mph carriageway roundels.
- Targeted traffic calming features (post install of the 20mph limit) such as speed humps or speed cushions where further monitoring shows they are needed.
- Coordinated enforcement with the Metropolitan Police Service.
- Working with schools and communities to support safer local streets.

The effectiveness of these measures will be monitored on an ongoing basis to ensure that efforts are focused where they deliver the greatest safety benefit. More intensive interventions, such as additional traffic calming, upgraded signage, or vehicle-activated signs will therefore only be introduced at locations where monitoring indicates they are required.



Figure 3: Example illustrating an example of measures that may be introduced to enforce the new 20mph speed limit

## How will it be monitored?

Speed surveys are being undertaken to establish a baseline dataset for monitoring the effectiveness of the 20mph speed limit. Survey locations have been specified in 45 locations with existing speed limits above 20mph, focusing on areas with recognised speeding issues or a history of killed or seriously injured collisions.

Following implementation, we will monitor how the new limit is working to ensure it remains effective and responsive to local needs. This includes:

- Comparing vehicle speeds to the baseline data set after implementation through targeted surveys and borough wide telematics data.
- Reviewing annual collision and casualty data, including impacts on vulnerable road users before and after implementation.
- Identifying and responding to any persistent speeding hotspots with further signage, markings, enforcement, or engineering interventions.
- Listening to community feedback, including from residents, schools, councillors, and Safer Neighbourhood Teams.

This evidence-led monitoring approach will enable the Council to adapt, refine and target additional measures where needed, ensuring the 20mph speed limit continues to support safer, healthier and more welcoming streets across Royal Greenwich.

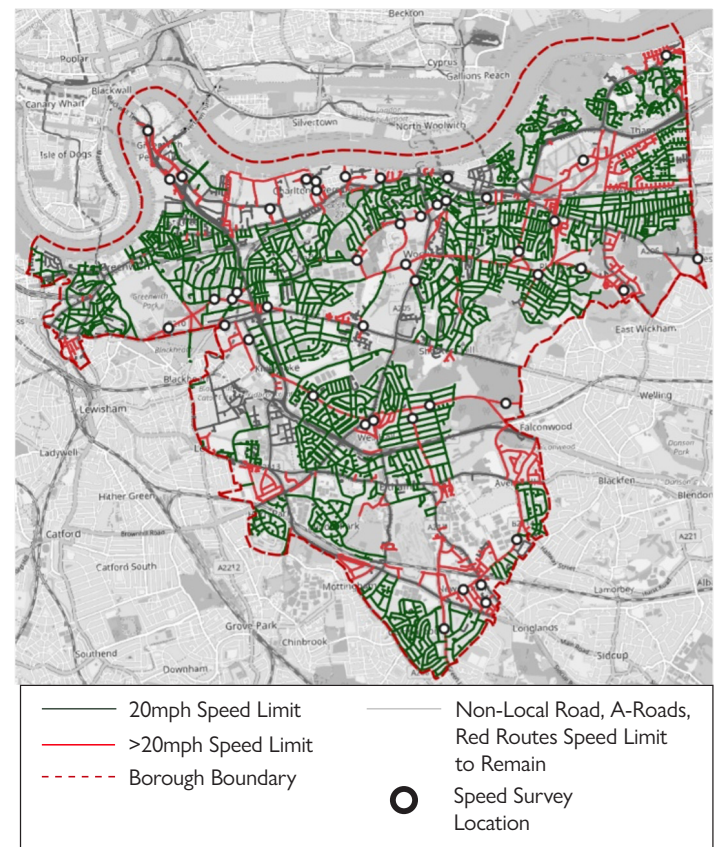


Figure 4: Pre-Implementation Speed Monitoring Locations