

AVZ Briefing - Speed enforcement in London

Update - 10 July 2026

Key points

- Speed enforcement in London has soared in recent years, reaching 821,000 in 2024 according to [the London Vision Zero Enforcement Dashboard \(LVZED\)](#), which includes offences started and later cancelled.
- Enforcement has risen fastest on 20mph speed limit roads—up 10-fold between 2018 and 2025, according to the LVZED.
- But London has a problem with cancelled speeding tickets (40%) and the LVZED shows a decrease in speeding offences in 2025.
- Speed enforcement should increase even further under the [new London Vision Zero Action Plan 2](#).
- And much more is needed. When compared to other police services, on the basis of the number of speeding offences per Killed and Seriously Injured (KSI), the Metropolitan Police (Met) was in 13th place out of 43 police services (2024), and would have to double its output to reach second place.

Data sources

Data comes from three sources: The Home Office (HO), Ministry of Justice (MoJ), and the LVZED. The latter is London specific and includes offences which are later cancelled but it does show data by speed limit (unlike the HO or MoJ). The MoJ data covers those offences prosecuted at court whilst the Home Office reports those dealt with out of court, i.e. the vast majority of speed offences.

Total speed limit offences

According to the Home Office (HO), in 2024:

- Of the 821,000 speed limit offences initially reported by the Met, 330,000 were cancelled, leaving 492,000 speed limit offences reported.
- This figure represents 82% of the total motoring offences reported by the Met, and almost 13 times the next most common offence, Neglect of Traffic Directions (64,000).
- 99% of speed limit offences were camera detected.

The preliminary 2025 data from the LVZED show that:

- Speed limit offences are down 10% from 2024.
- 13,660 vehicles were detected speeding by Community Speed Watch with 11,881 letters sent.

Outcome (HO and MoJ)

- The high cancellation rate (40%) is partly attributed to the number of emergency service and diplomatic vehicles in the city. It is not known if certain speed limits had higher cancellation rates than others.

Excluding those cancelled:

- Over half (52%) - 255,000 were offered National Driver Offender Retraining Scheme
- 37% - 15,000 were given a Fixed Penalty Notice (£100 fine and three penalty points)
- 10% - 50,000 were referred to court for prosecution.
- Of those convicted at court (97%),
 - The average fine was £269, down from £320 in 2024.
 - Just 2% were banned in 2024; this figure doubled in 2025 to 4%.
 - Another 2,200 were given a ban for totting up with speeding offences in 2025.

Trend and target

- Speed limit offences had increased five-fold by 2024 compared to 2018 when the [first London Vision Zero Action Plan](#) was launched.
- The [London Vision Zero Action Plan Progress Report](#) (2021) set a target of one million speed limit offences (including cancelled). This has not been met.

Which roads (speed limit) (TfL/MPS)

Speed enforcement has increased significantly on 20mph roads (over ten-fold) and accounted for over half of speed offences in 2025 (53%). TfL reports that 63% of KSIs occur on 20mph roads, and 93% of KSIs occur on 20 and 30 mph roads, compared to 74% speed offences. So an even higher share could be justified. AVZ has [campaigns for more enforcement on 20 and 30mph roads](#).

Table 1: London Speed limit offences by speed limit (including cancelled offences)

	2018	2019	2020	2021	2022	2023	2024	2025
20mph	38,979	59,903	58,944	104,259	232,742	255,563	312,070	394,018
30mph	44,545	63,631	43,208	62,137	174,001	170,573	160,980	151,503
40mph	29,561	40,262	131,517	161,492	141,901	196,012	258,055	112,206
50mph	37,031	50,918	26,165	64,818	93,388	114,061	73,381	63,618
60mph	3,949	3,117	875	112	61	1,233	7,092	4,540
70mph	926	994	2,520	1,549	1,116	9,582	8,903	12,309
Total*	155,013	218,841	263,308	394,386	643,225	747,039	821,489	738,202
% 20mph	25%	27%	22%	26%	36%	34%	38%	53%
% 20 & 30mph	54%	56%	39%	42%	63%	57%	58%	74%

* The few offences sanctioned for exceeding vehicle type are not shown

Source: LVZED (2025)

Compared to other police services

- Despite the large increase in speed enforcement, the Met does not lead the country in speed enforcement. When compared on a per KSI basis, the Met was 13th out of the 43 police services, with 135 speed offences per KSI. Warwickshire reported 423 per KSI and Devon and Cornwall had 255. So the Met would have to double their speed offences to qualify for second place.

Going forward—London Vision Zero Action Plan

- Whilst a speed enforcement target was not maintained in [the London Vision Zero Action Plan 2](#), launched in March 2026, the plan does prioritise speed enforcement, including:
 - Upgrading the extensive camera network (over 700 cameras).
 - Developing a joint action plan on speed compliance between the police and boroughs.
 - Expanding the role of Police Community Support Officers in speed enforcement.
 - Intention to introduce a speed compliance map.

What else?

AVZ believes there is more that London can do to tackle speeding:

- Reduce the cancellation rate and increase speed enforcement further, especially on 20 mph roads where the vast majority of pedestrian and cyclist KSIs occur.
- Ban more extreme speeders. London should aim to lead the country.
- Improve transparency with the [LVZED](#) showing offences by borough, as long promised.
- Reduce the burden on speed enforcement with requirements for Intelligent Speed Assistance (ISA) in government contracts, borough fleets and council contracts.
- Lobby for speeding penalties to be increased (they were last updated in 2016) and for consideration of Dutch decriminalised approach which delivers much more enforcement and heavier fines for offences in built-up areas.

Table 2: London reported KSIs

	20 mph	30 mph	40 mph	other	total	% 20 mph	% 30 mph	%20 &30 mph
pedestrian	819	391	37	8	1,255	65%	31%	96%
cyclist	928	246	25	3	1,202	77%	20%	98%
myc	416	263	50	43	772	54%	34%	88%
car	216	231	56	- 29	474	46%	49%	94%
taxi	7	1		-	8	88%	13%	100%
Bus or coach	63	40		-	103	61%	39%	100%
Goods vehicle	11	7	4	2	24	46%	29%	75%
Other vehicle	7			-	7	100%	0%	100%
Private hire	9	4	3	1	17	53%	24%	76%
Personal Powered Transporter	44	13	1	-	58	76%	22%	98%
Total	2,520	1,196	176	28	3,920	64%	31%	95%

Source: TfL Road Danger Reduction Dashboard (2026)

Table 3: Home Office Speed limit offences, Metropolitan Police

	2018	2019	2020	2021	2022	2023	2024	2018-2024 increase
Cancelled	46,547	66,504	75,290	116,636	218,060	346,518	329,622	608%
Court Action	25,320	23,763	33,951	36,255	50,169	39,696	50,109	98%
Driver Retraining	43,411	74,086	93,964	139,860	227,902	236,453	254,867	487%
Fine Paid	28,846	40,239	44,310	68,681	102,565	117,084	134,994	368%
Incomplete	2	359	0	1,084	2	0	51,858	
Total	144,126	204,951	247,515	362,516	598,698	739,751	821,450	470%
Total excluding cancelled	97,579	138,447	172,225	245,880	380,638	393,233	491,828	404%

Source: HO (2026)

Sources

HO (2026), [Fixed penalty notices \(FPNs\) and other outcomes for motoring offences statistics](#)

[Police powers and procedures: roads policing, to December 2024](#)

MoJ (2026), [Criminal Justice Statistics](#) quarterly: December 2025

TfL (2026), [London Vision Zero Enforcement Dashboard](#)

TfL (2026), [London Road Danger Reduction Dashboard](#)