

Road Danger on the TLRN

4th September 2026

Background

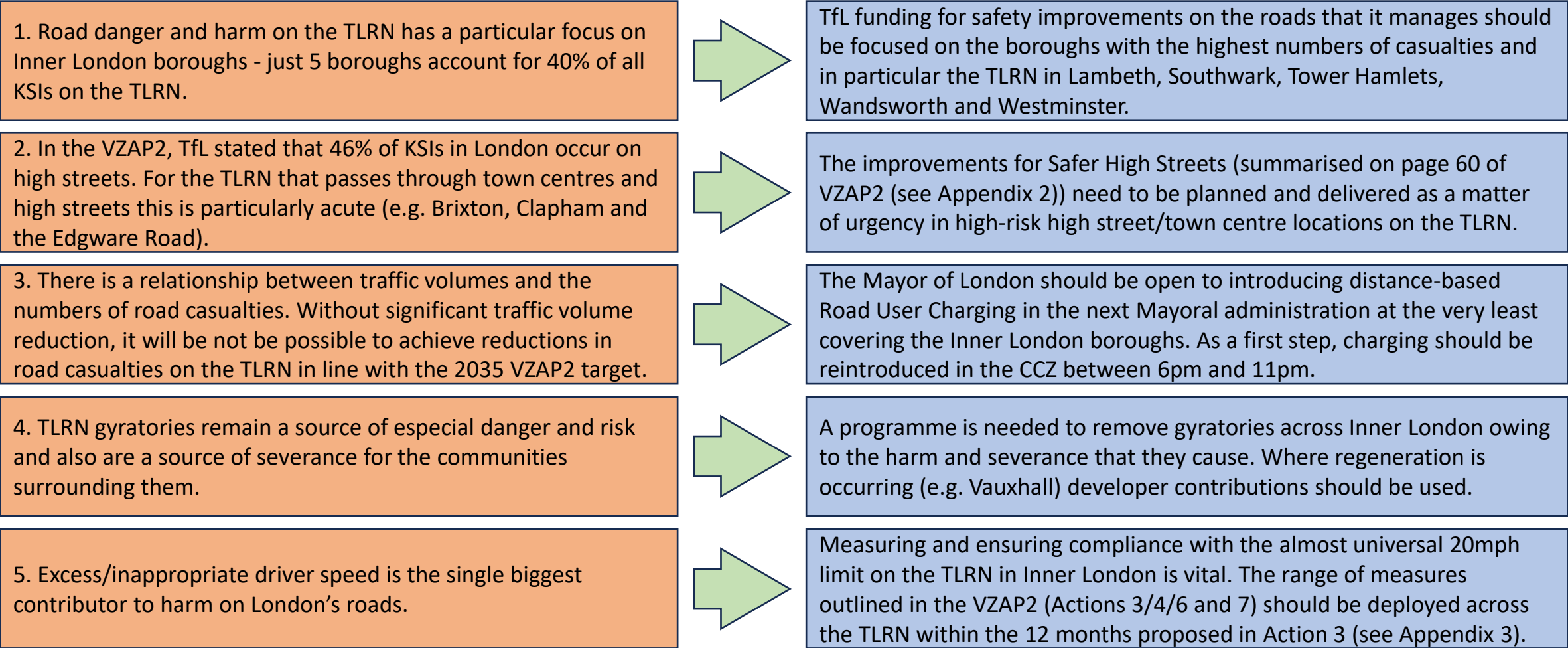
- All data for this study comes from the Data and Reports section of the TfL Reducing Road Danger pages on the TfL website (1).
- The charts and maps are taken from the Road danger reduction - Power BI dashboard (on the TfL Reducing Road Danger pages). The link to the dashboard is shown in (2) below.
- To ensure consistency, 2017 has been selected as the starting point for analysis of casualties owing to the change of methodology for assessing serious casualties that occurred in that year. Where appropriate, the 3-year period 2017 to 2019 is taken as a base line for comparison as casualty numbers in the years following 2019 were markedly reduced by lower traffic volumes during the pandemic.
- NB These are reported road casualties; the DfT estimates that overall there are up to 4 times the numbers of Serious Injuries when non-reported injuries are also taken into account.
- The data for 2025 road casualties is provisional; that for previous years is final.
- The TfL Vision Zero Action Plan 2 which was published in March 2026 is referenced as VZAP2; the Central London Congestion Charging Zone is referenced as the CCZ.

(1) <https://tfl.gov.uk/corporate/protecting-our-network/road-safety>

(2) <https://app.powerbi.com/view?r=eyJrIjoiTU5YWY5M2ltODhhNi00YWZlLWI4ODAtNTFmYTlzMmVjY2Q3liwidCI6IjFmYmQ2NWJmLTvkZWYtNGVIYS1hNjkyLWEwODljMjU1MzQ2YiIsImMiOjh9>

Summary

- This document outlines the context for road casualties on the TLRN. We are suggesting the following to reduce the danger that these roads pose. The pressures on funding that TfL and the Mayor are facing to fund safer roads are fully acknowledged. The reality is, however, that while the costs of driving continue to be externalised and are far from fully borne by those driving, the costs of safety improvements for those outside the vehicle who are injured in large numbers struggles to be funded. Road user charging is essential to contribute to the safety improvements that are needed across the TfL managed road network.



Detailed summary

- The TfL Road Network (TLRN) or Red Routes network represents around 5% of London’s roads by length but carries around 30% of the capital’s traffic. Some 37% of all road fatalities occur on the TLRN; 28% of all serious and fatal casualties occur on the TLRN.
- The number of fatalities has fallen significantly on TLRN in recent years, declining at a faster rate than fatalities on borough-managed roads. The numbers of serious and fatal casualties (KSIs) on TLRN roads have declined at a faster rate than on borough-managed roads in particular amongst pedestrians; however, KSIs have risen sharply amongst those cycling.
- Pedestrians make up almost half of those killed on the TLRN. Serious and fatal casualties amongst people cycling now (2025) make up a greater proportion of all TLRN KSIs than before the pandemic.
- What is key in terms of road danger and harm on the TLRN is its focus on Inner London boroughs. Just 5 boroughs account for 40% of all KSIs on the TLRN. Amongst those cycling, 52% of all TLRN KSIs occur in just 5 boroughs.
- In these 5 boroughs where TLRN casualties are highest, casualties involving those who are walking and cycling make up a higher proportion of casualties than across the whole of the TLRN. Across the whole of the TLRN, those who are cycling make up 25% of all of those who are seriously injured or killed but in Lambeth and Westminster, this rises to above 30% and in Wandsworth and Southwark to above 40%. In Westminster the proportion of those who are on foot who are seriously injured or killed is well above the TLRN average of 27% at 33%.
- The locations where casualties occur appears to be different for those who are walking and cycling. The casualty maps for Inner London north and south of the river appear to show that:
 - for people cycling – gyratories (e.g. Vauxhall), junctions and (complex) intersections (e.g. Camberwell Town Centre, Elephant & Castle, Hyde Park Corner), unprotected and partly protected arterial routes (e.g. A10, A202, A2 Old Kent Road),
 - For pedestrians – gyratories (e.g. Wandsworth/Tulse Hill), linear high streets/town centres (e.g. A1 Upper Street, A5 Edgware Rd, Borough High St, Clapham Hi St, A10 Dalston).

- Map of the TLRN



- The TLRN is where some 37% of all London road fatalities and 28% of all serious and fatal road casualties (KSIs) occur. Looking at KSIs alone, some 23% of all pedestrian KSIs occur on the TLRN and 29% of all cycling KSIs.
- The number of **fatalities** on the TLRN has fallen significantly in recent years. The number of **KSIs** on the TLRN has fallen at a greater rate than on borough-managed roads. Cycling KSIs are very much against this trend having risen by more than a half in 2025 from the average of the years 2017 to 2019.

Serious and fatal casualties - All Modes				Serious and fatal casualties - Pedestrians				Serious and fatal casualties - Pedal Cycle			
	TLRN	Borough	Stucture - % TLRN		TLRN	Borough	Stucture - % TLRN		TLRN	Borough	Stucture - % TLRN
2017	1,110	2,751	28.7%	2017	322	1,090	22.8%	2017	206	479	30.1%
2018	1,193	2,841	29.6%	2018	365	999	26.8%	2018	226	556	28.9%
2019	1,099	2,777	28.4%	2019	333	1,016	24.7%	2019	208	570	26.7%
2020	886	2,169	29.0%	2020	212	655	24.5%	2020	273	594	31.5%
2021	1,016	2,552	28.5%	2021	224	735	23.4%	2021	293	706	29.3%
2022	1,117	2,821	28.4%	2022	288	947	23.3%	2022	319	708	31.1%
2023	998	2,673	27.2%	2023	265	1,007	20.8%	2023	268	673	28.5%
2024	1,041	2,644	28.2%	2024	268	922	22.5%	2024	278	716	28.0%
2025	1,076	2,909	27.0%	2025	249	1,005	19.9%	2025	331	871	27.5%
2025 - % change from 2017-2019 average	-5.1%	4.3%		2025 - % change from 2017-2019 average	-26.8%	-2.9%		2025 - % change from 2017-2019 average	55.2%	62.8%	

Fatalities - All Modes				Fatalities - Pedestrians				Fatalities - Pedal Cycle			
	TLRN	Borough	Stucture - % TLRN		TLRN	Borough	Stucture - % TLRN		TLRN	Borough	Stucture - % TLRN
2017	56	74	43.1%	2017	27	46	37.0%	2017	4	6	40.0%
2018	43	68	38.7%	2018	21	35	37.5%	2018	2	10	16.7%
2019	44	79	35.8%	2019	24	43	35.8%	2019	1	4	20.0%
2020	35	59	37.2%	2020	14	30	31.8%	2020	4	2	66.7%
2021	29	45	39.2%	2021	18	17	51.4%	2021	3	7	30.0%
2022	36	63	36.4%	2022	14	27	34.1%	2022	3	4	42.9%
2023	34	57	37.4%	2023	21	27	43.8%	2023	3	5	37.5%
2024	37	70	34.6%	2024	19	40	32.2%	2024	5	4	55.6%
2025	32	64	33.3%	2025	15	36	29.4%	2025	2	4	33.3%
2025 - % change from 2017-2019 average	-32.9%	-13.1%		2025 - % change from 2017-2019 average	-37.5%	-12.9%		2025 - % change from 2017-2019 average	-14.3%	-40.0%	

- In terms of the casualties on the TLRN and their mode of travel, the following are of note:
 - **Fatalities.** Pedestrians make up half of fatalities on the TLRN. This proportion has remained relatively unchanged in the period 2017 to 2025.
 - **Serious and fatal casualties (KSIs).** People cycling now make up a far higher proportion of those seriously or fatally injured on the TLRN than they did prior to the pandemic and since 2020 have averaged 29% of all KSIs.

	4. Vehicle				Total
	1 Pedestrian	2 Pedal Cycle	3 Motorcycle	Occupants	
2017	48.2%	7.1%	33.9%	10.7%	100.0%
2018	48.8%	4.7%	25.6%	20.9%	100.0%
2019	54.5%	2.3%	22.7%	20.5%	100.0%
2020	40.0%	11.4%	34.3%	14.3%	100.0%
2021	62.1%	10.3%	24.1%	3.4%	100.0%
2022	38.9%	8.3%	13.9%	38.9%	100.0%
2023	61.8%	8.8%	17.6%	11.8%	100.0%
2024	51.4%	13.5%	10.8%	24.3%	100.0%
2025	46.9%	6.3%	25.0%	21.9%	100.0%
Average	50.0%	7.8%	23.7%	18.5%	100.0%

- As we will see in the maps on the succeeding pages (slides 14 to 20), serious and fatal road casualties on the TLRN are concentrated in Inner London boroughs with just five boroughs accounting for 40% of KSIs on the TLRN in the past 3 full years (2023 to 2025). This concentration becomes greater as we look at the individual modes of travel of those who are injured. For pedestrians, the leading five boroughs account for 46% of all KSIs on the TLRN and for people cycling the figure rises to over 50%.
- When it comes to the types of roads where casualties occur slide 14 shows the focus on Inner London and the detailed maps of South London Inner TLRN roads (slides 15 to 17) and North London (18 to 20) show the different types of locations where casualties are concentrated.

Last 3 years KSIs - All modes			last 3 years KSIs - Pedestrians			last 3 years KSIs - Pedal Cycle		
	KSIs - Number	Cumulative % total		KSIs - Number	Cumulative % total		KSIs - Number	Cumulative % total
Lambeth	328	10.5%	Lambeth	89	11.4%	Southwark	137	15.6%
Southwark	289	19.8%	Southwark	75	21.0%	Lambeth	106	27.7%
Tower Hamlets	236	27.4%	Tower Hamlets	68	29.7%	Wandsworth	89	37.9%
Wandsworth	207	34.0%	Westminster	66	38.1%	Hackney	61	44.8%
Westminster	186	40.0%	Hackney	60	45.8%	Westminster	61	51.8%
Total all mode KSIs - TLRN	3,115		Total Pedestrian KSIs - TLRN	782		Total Pedal Cycle KSIs - TLRN	877	

- In those boroughs where there are high numbers of casualties on the TLRN, the structure of those casualties is more focused on those who are walking and cycling.
- Across the whole of the TLRN, those who are **cycling** make up 25% of all of those who are seriously injured or killed but in Lambeth and Westminster, this rises to above 30% and in Wandsworth and Southwark to above 40%.
- In Westminster the proportion of those who are **on foot** who are seriously injured or killed is above the TLRN average of 27% at 33%.

Casualty Severity	Serious and fatal casualties					
Highway	1 TLRN					
Year	2022 to 2025					
	1 Pedestrian	2 Pedal Cycle	3 Motorcycle	4 Vehicle occupants	Total	% walking/cycling
Southwark	25.5%	47.3%	18.0%	9.1%	100.0%	72.8%
Westminster	32.9%	32.5%	18.9%	15.6%	100.0%	65.4%
Wandsworth	21.8%	42.0%	23.1%	13.1%	100.0%	63.8%
Lambeth	27.6%	33.3%	24.1%	15.0%	100.0%	60.9%
Tower Hamlets	27.4%	24.3%	31.9%	16.4%	100.0%	51.7%
Structure - TLRN all boroughs	26.9%	24.5%	29.9%	18.7%	100.0%	51.4%

TLRN – KSIs by borough: All modes 3 years 2023 to 2025



Select date range

1/1/2023

12/31/2025

Select one or more casualty severity

Select all

Fatal

Serious

Slight



CLEAR FILTERS

Select borough(s) of collision

All

Select highway authority

TfL Road Network

Select street speed limit

All

Select casualty mode of travel

All

Select casualty age band

- ☐ Select all
- ☐ 0-15
- ☐ 16-24
- ☐ 25-59
- ☐ 60+
- ☐ Unknown

Select casualty gender

- ☐ Select all
- ☐ Male
- ☐ Female
- ☐ Unknown

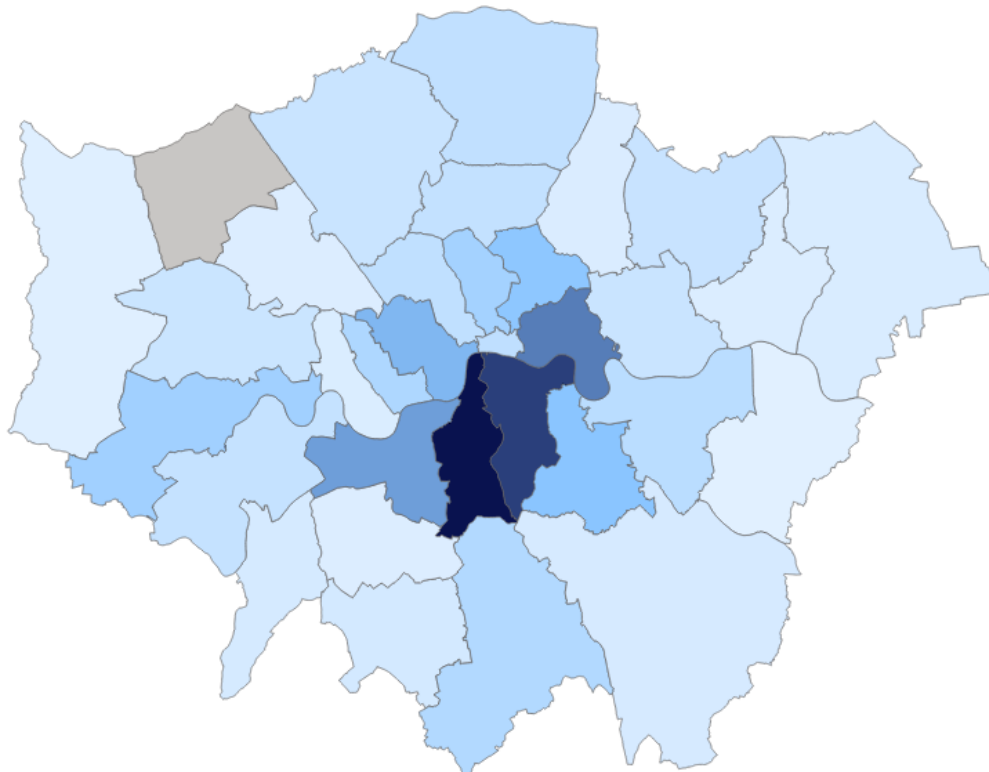
Total casualties

3,115

Total collisions

2,989

Casualties by borough map



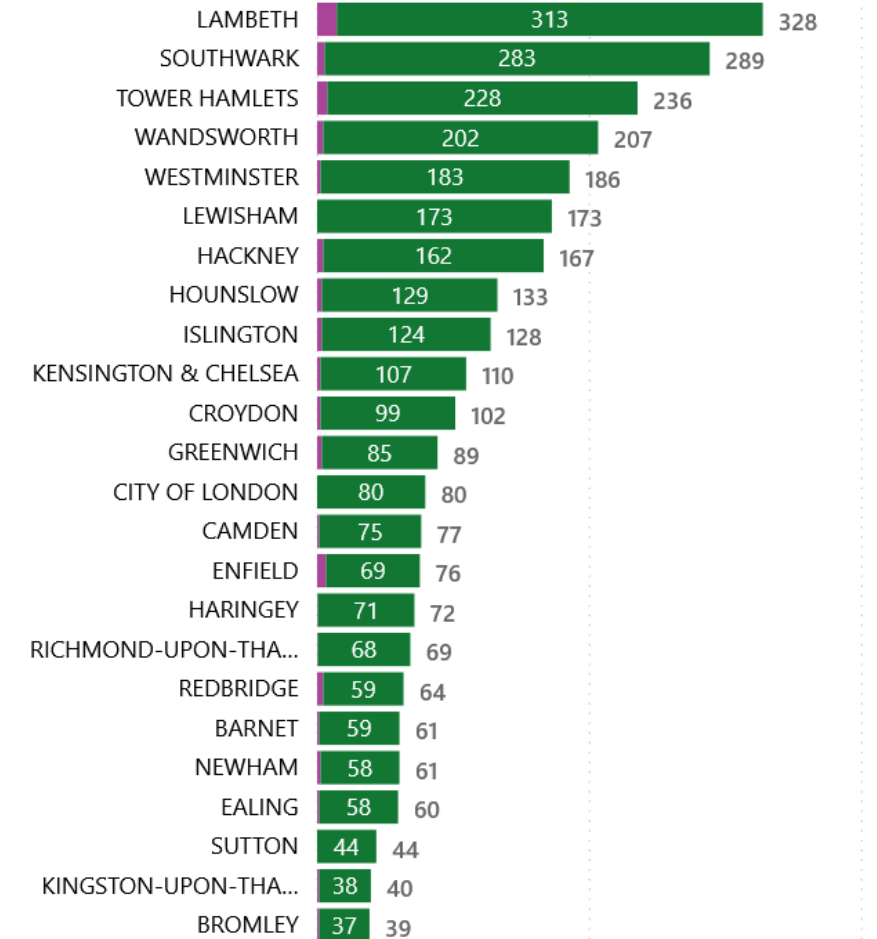
Lowest



Highest

Casualty count by borough

Casualty Severity ● Fatal ● Serious



0

200

400

TLRN – KSIs by borough: Pedestrians and Pedal Cycle only 3 years 2023 to 2025



Select date range

1/1/2023

12/31/2025

Select one or more casualty severity

Select all

Fatal

Serious

Slight



CLEAR FILTERS

Select borough(s) of collision

All

Select highway authority

TfL Road Network

Select street speed limit

All

Select casualty mode of travel

Multiple selections

Select casualty age band

- ☐ Select all
- ☐ 0-15
- ☐ 16-24
- ☐ 25-59
- ☐ 60+
- ☐ Unknown

Select casualty gender

- ☐ Select all
- ☐ Male
- ☐ Female
- ☐ Unknown

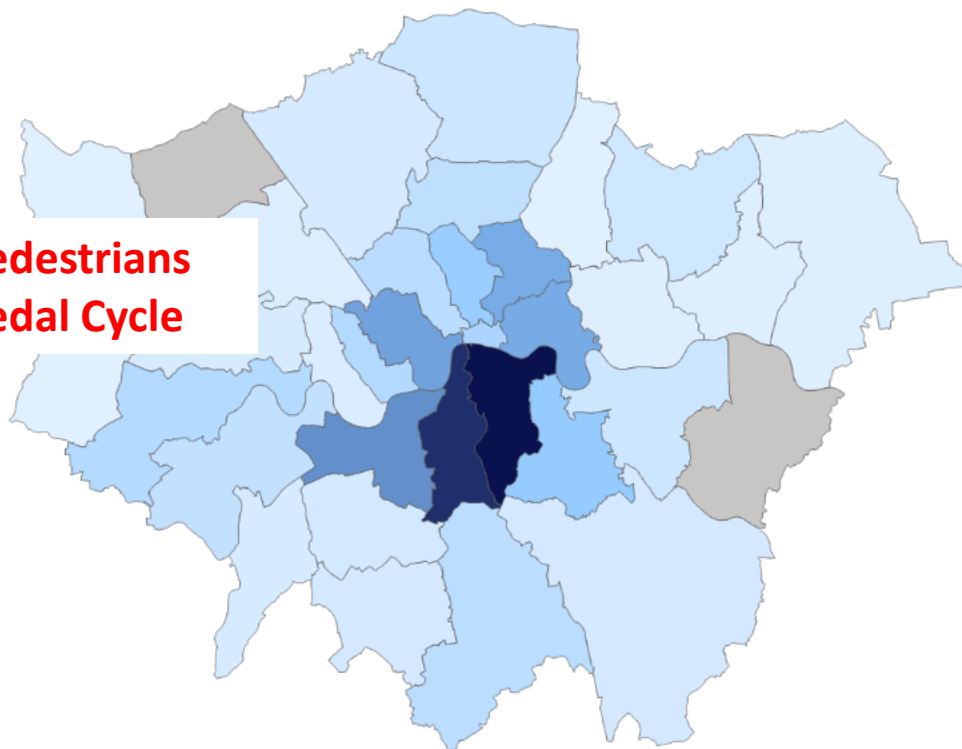
Total casualties

1,659

Total collisions

1,645

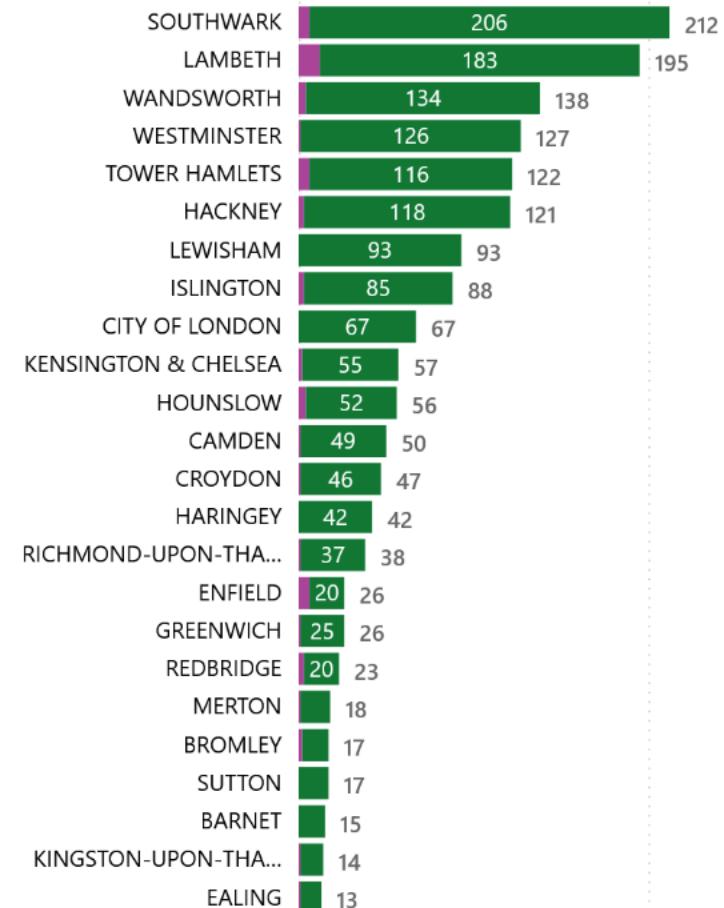
Casualties by borough map



Lowest Highest

Casualty count by borough

Casualty Severity ● Fatal ● Serious



TLRN – KSIs by borough: Pedestrians only 3 years 2023 to 2025



Select date range

1/1/2023

12/31/2025

Select one or more casualty severity

Select all

Fatal

Serious

Slight



CLEAR FILTERS

Select borough(s) of collision

All

Select highway authority

TfL Road Network

Select street speed limit

All

Select casualty mode of travel

Pedestrian

Select casualty age band

- ☐ Select all
- ☐ 0-15
- ☐ 16-24
- ☐ 25-59
- ☐ 60+
- ☐ Unknown

Select casualty gender

- ☐ Select all
- ☐ Male
- ☐ Female
- ☐ Unknown

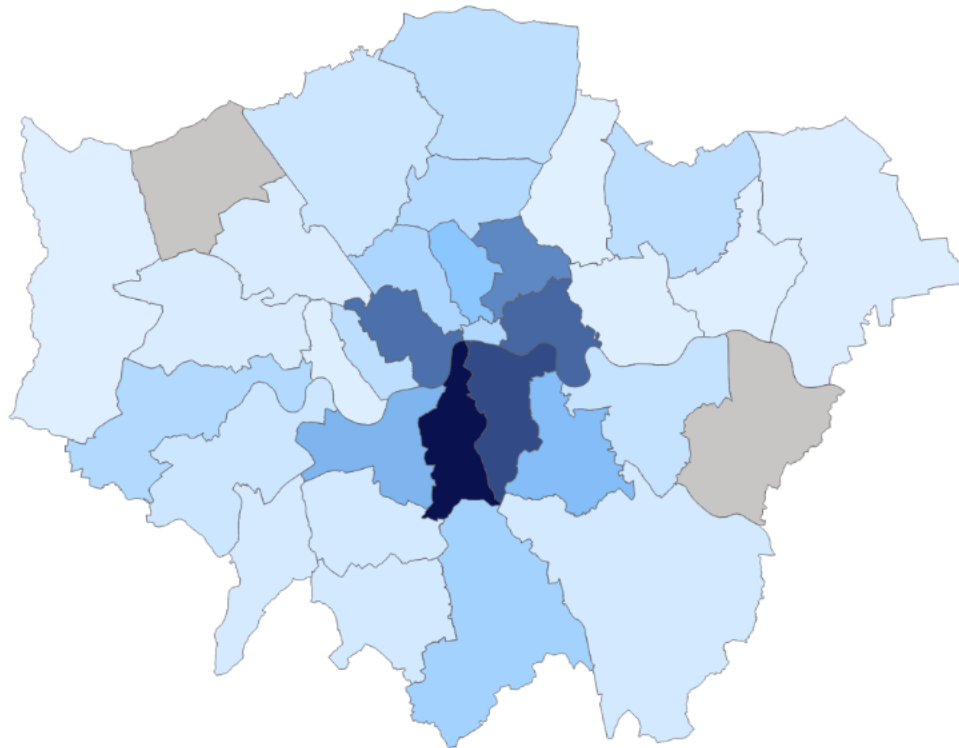
Total casualties

782

Total collisions

771

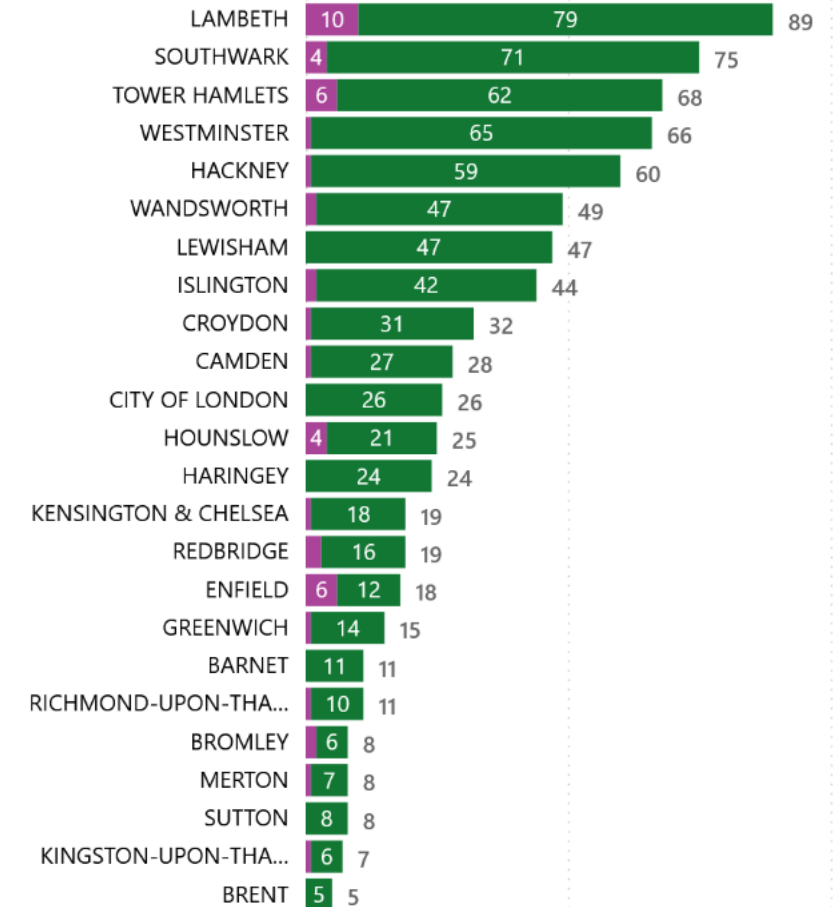
Casualties by borough map



Lowest Highest

Casualty count by borough

Casualty Severity ● Fatal ● Serious



TLRN – KSIs by borough: Pedal Cycle only 3 years 2023 to 2025



Select date range

1/1/2023

12/31/2025

Select one or more casualty severity

Select all

Fatal

Serious

Slight



CLEAR FILTERS

Select borough(s) of collision

All

Select highway authority

TfL Road Network

Select street speed limit

All

Select casualty mode of travel

Pedal Cycle

Select casualty age band

- ☐ Select all
- ☐ 0-15
- ☐ 16-24
- ☐ 25-59
- ☐ 60+
- ☐ Unknown

Select casualty gender

- ☐ Select all
- ☐ Male
- ☐ Female
- ☐ Unknown

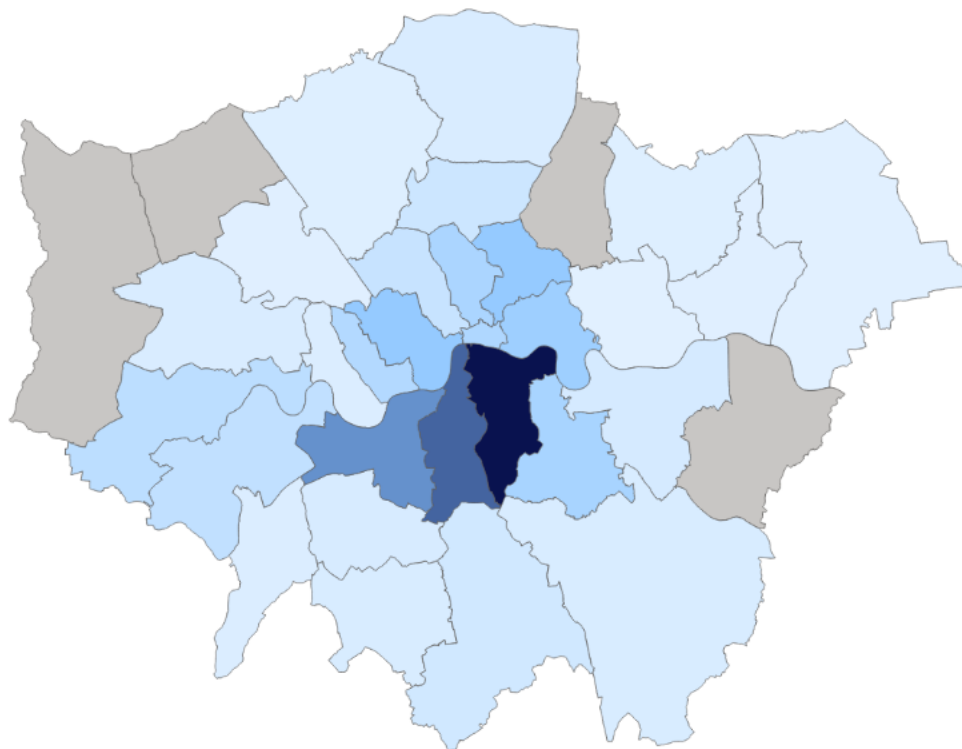
Total casualties

877

Total collisions

874

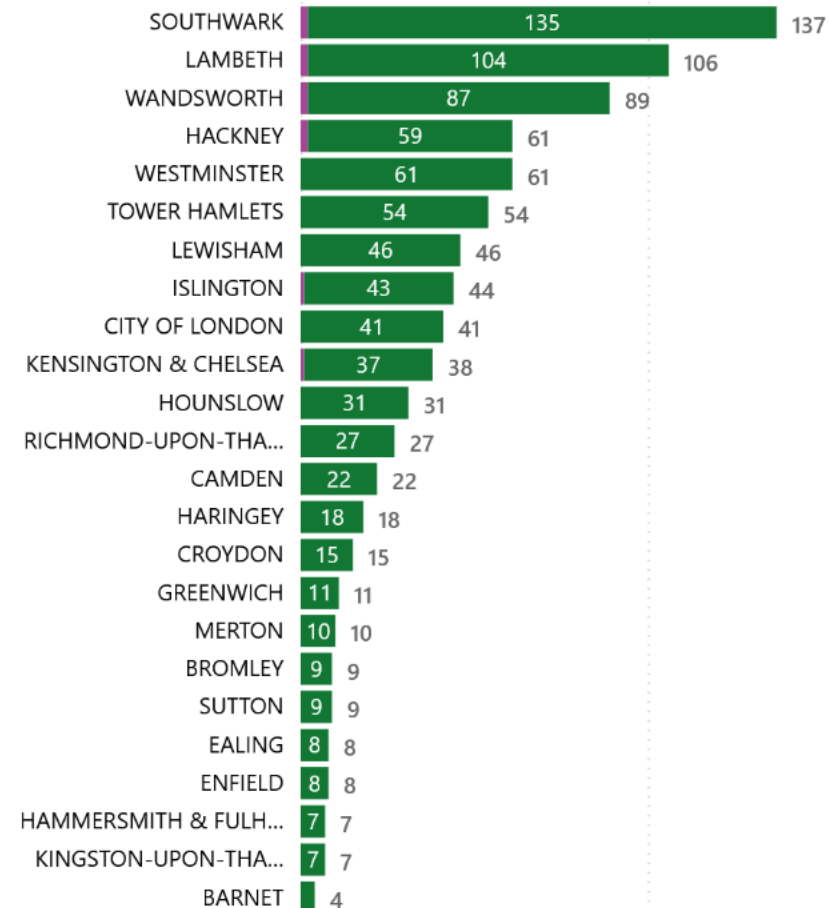
Casualties by borough map



Lowest Highest

Casualty count by borough

Casualty Severity ● Fatal ● Serious



TLRN Greater London – KSIs: All modes 1 year only - 2025



Select date range

1/1/2025

12/31/2025



Select borough(s) of collision

All



Select highway authority

TfL Road Network



Select street speed limit

All



Select casualty mode of travel

All



Select casualty age band

- ☐ Select all
- ☐ 0-15
- ☐ 16-24
- ☐ 25-59
- ☐ 60+
- ☐ Unknown

Select casualty gender

- ☐ Select all
- ☐ Male
- ☐ Female
- ☐ Unknown

Select one or more casualty severity

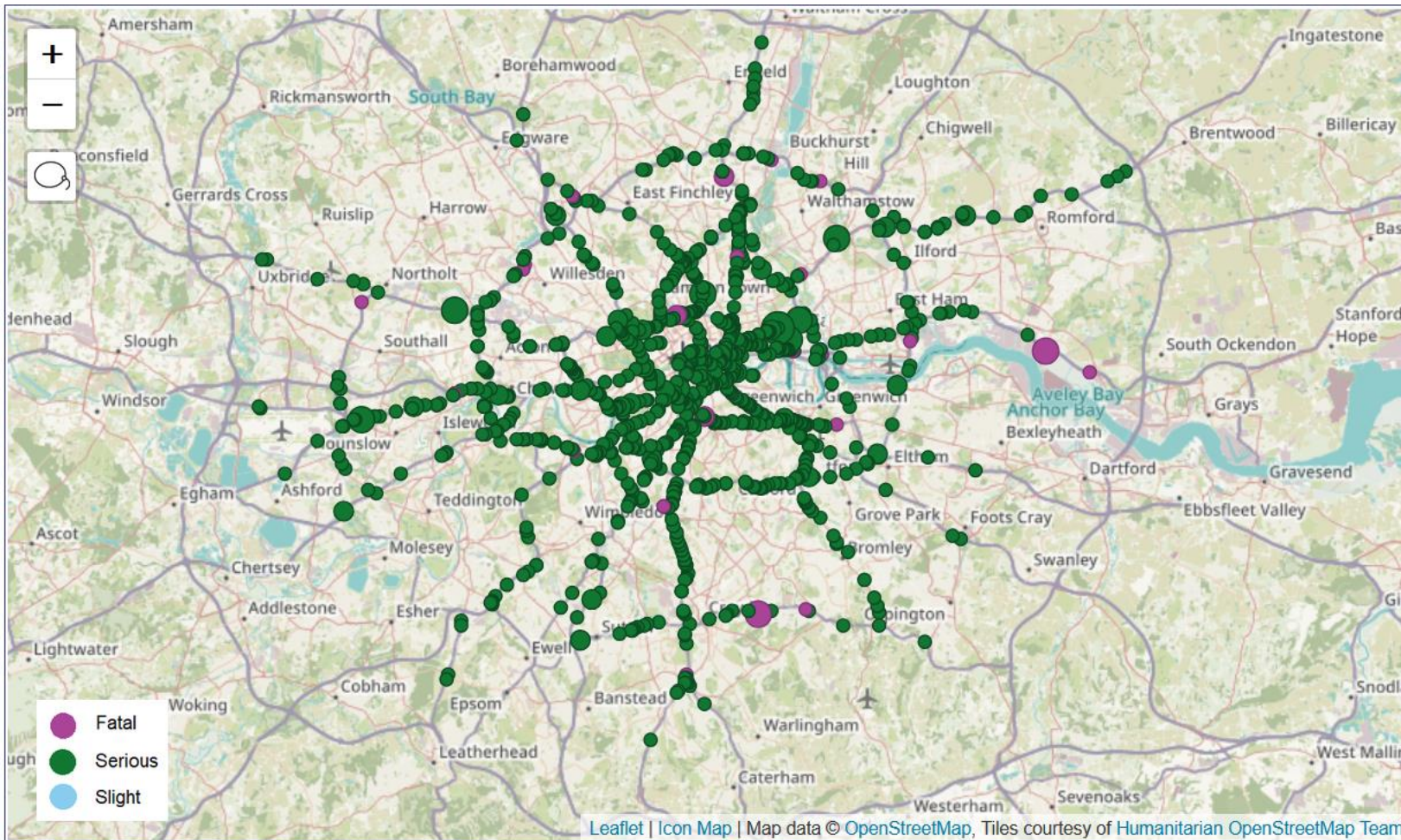
Select all

Fatal

Serious

Slight

This mapping has a limit of 30000 collisions. If the total collisions shown in the box on the right exceeds this limit, the map shows a subset of significant collisions that define the overall shape. To show all data points use the filters to reduce the number of collisions below 30001.



CLEAR FILTERS

Total collisions

1,024

Total casualties

1,076

You can use the lasso function on the map to select collisions within a boundary. First select the relevant borough(s) from the filter on the left side, this will ensure all records are captured. Then click on the lasso icon and draw an area by holding the left button of your mouse, and releasing to finish. To see details of selected collisions click on the button below. For further details see our [Help Document](#).

Right click here to drill-through to detail of collisions and casualties

TLRN South London – KSIs: All modes 3 years 2023 to 2025



Select date range

1/1/2023

12/31/2025



Select borough(s) of collision

All



Select highway authority

TfL Road Network



Select street speed limit

All



Select casualty mode of travel

All



Select casualty age band

- ☐ Select all
- ☐ 0-15
- ☐ 16-24
- ☐ 25-59
- ☐ 60+
- ☐ Unknown

Select casualty gender

- ☐ Select all
- ☐ Male
- ☐ Female
- ☐ Unknown

Select one or more casualty severity

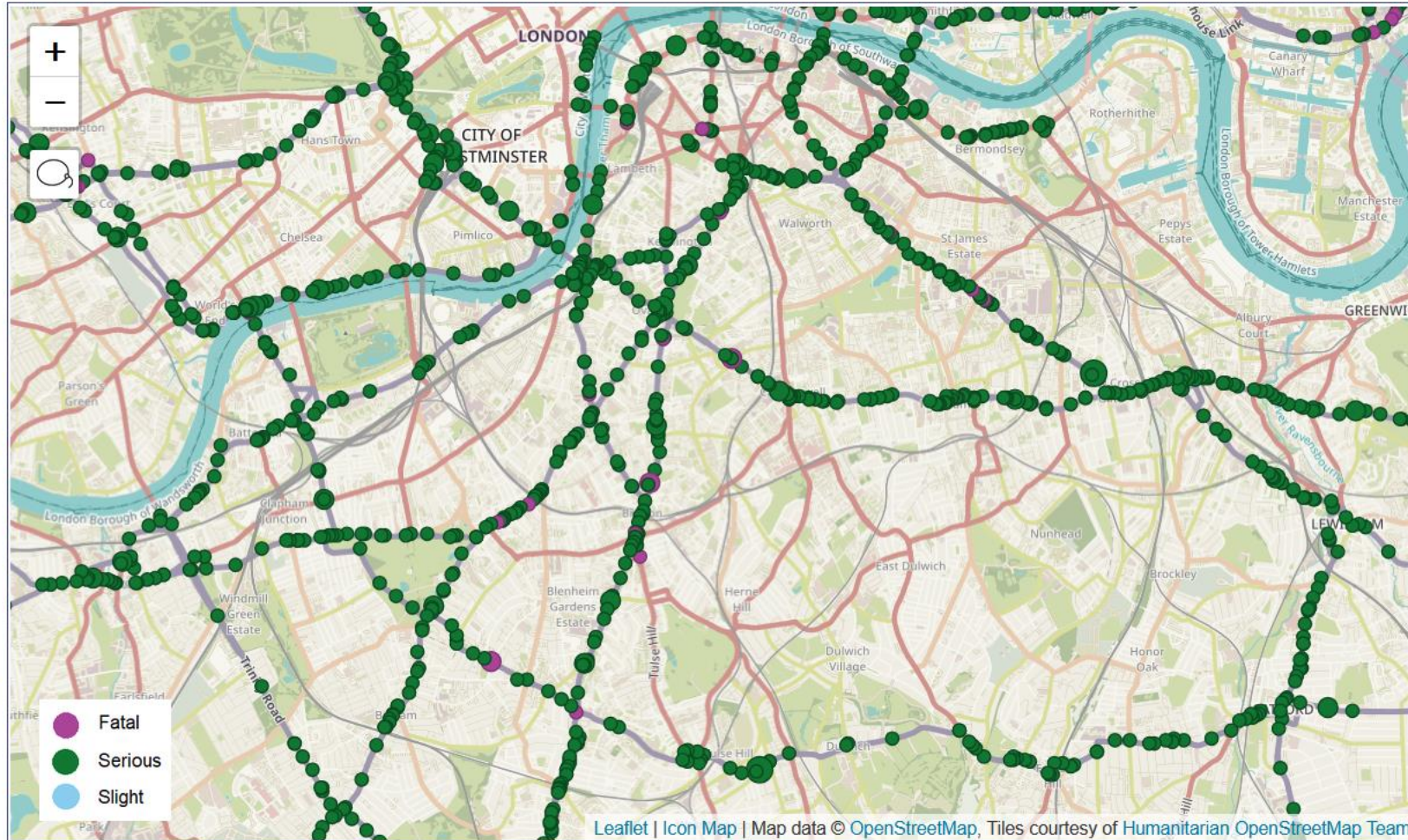
Select all

Fatal

Serious

Slight

This mapping has a limit of 30000 collisions. If the total collisions shown in the box on the right exceeds this limit, the map shows a subset of significant collisions that define the overall shape. To show all data points use the filters to reduce the number of collisions below 30001.



CLEAR FILTERS

Total collisions

2,989

Total casualties

3,115

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Right click here to drill-through to detail of collisions and casualties

Leaflet | Icon Map | Map data © OpenStreetMap, Tiles courtesy of Humanitarian OpenStreetMap Team

TLRN South London – KSIs: Pedal Cycles only 3 years 2023 to 2025



Select date range

1/1/2023

12/31/2025



Select borough(s) of collision

All



Select highway authority

TfL Road Network



Select street speed limit

All



Select casualty mode of travel

Pedal Cycle



Select casualty age band

☐ Select all

☐ 0-15

☐ 16-24

☐ 25-59

☐ 60+

☐ Unknown

Select casualty gender

☐ Select all

☐ Male

☐ Female

☐ Unknown

Select one or more casualty severity

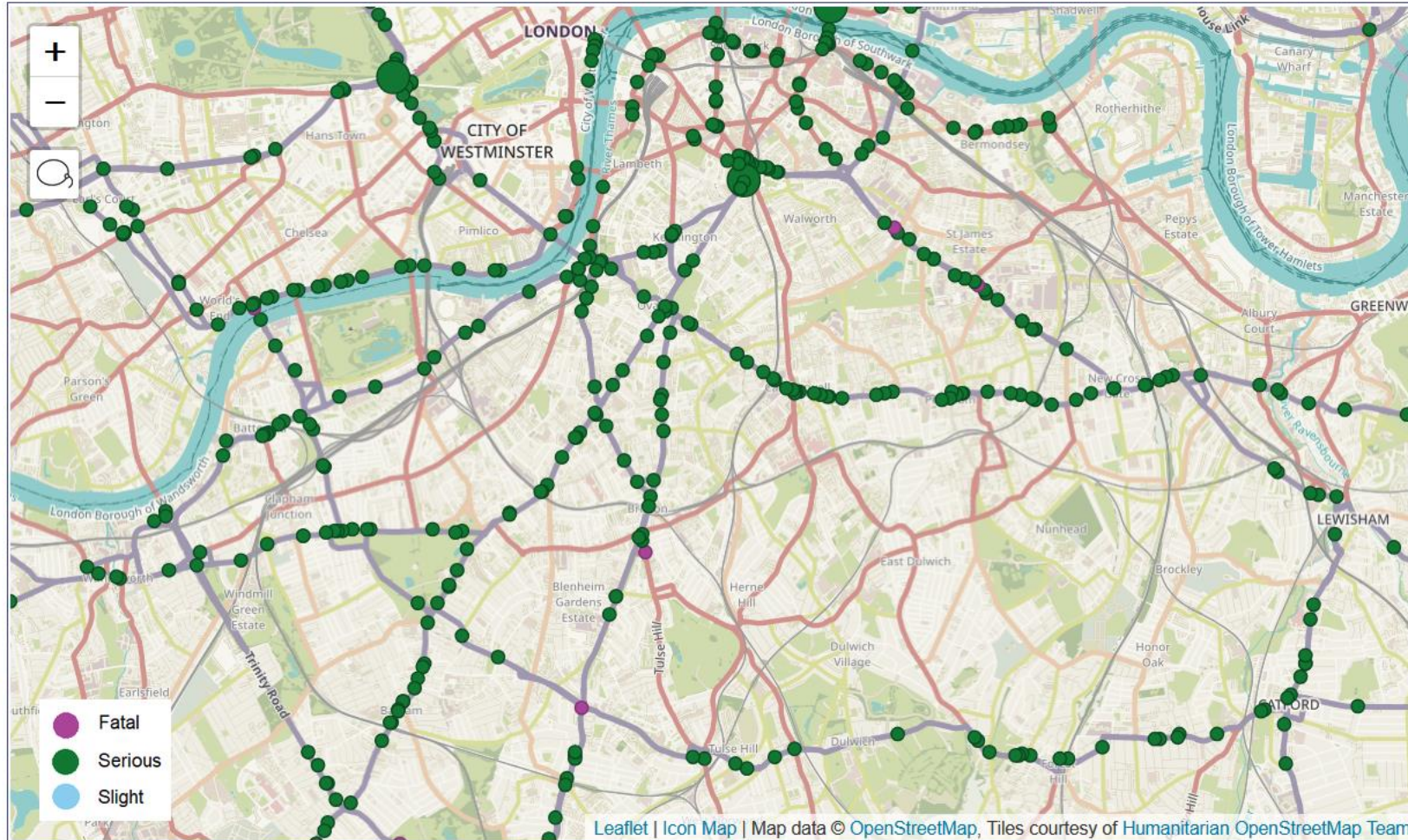
Select all

Fatal

Serious

Slight

This mapping has a limit of 30000 collisions. If the total collisions shown in the box on the right exceeds this limit, the map shows a subset of significant collisions that define the overall shape. To show all data points use the filters to reduce the number of collisions below 30001.



Leaflet | Icon Map | Map data © OpenStreetMap, Tiles courtesy of Humanitarian OpenStreetMap Team



CLEAR FILTERS

Total collisions

874

Total casualties

877

You can use the lasso function on the map to select collisions within a boundary. First select the relevant borough(s) from the filter on the left side, this will ensure all records are captured. Then click on the lasso icon and draw an area by holding the left button of your mouse, and releasing to finish. To see details of selected collisions click on the button below. For further details see our [Help Document](#).

Right click here to drill-through to detail of collisions and casualties

Select date range

1/1/2023

12/31/2025



Select borough(s) of collision

All

- ☐ Select all
- ☒ Pedestrian
- ☐ Pedal Cycle
- ☐ Motorcycle
- ☐ Car
- ☐ Taxi
- ☐ Bus Or Coach
- ☐ Goods Vehicle
- ☐ Other Vehicle
- ☐ Private Hire
- ☐ Personal Demand Transport

Pedestrian

Select casualty age band

- ☐ Select all
- ☐ 0-15
- ☐ 16-24
- ☐ 25-59
- ☐ 60+
- ☐ Unknown

Select casualty gender

- ☐ Select all
- ☐ Male
- ☐ Female
- ☐ Unknown

Select one or more casualty severity

Select all

Fatal

Serious

Slight



CLEAR FILTERS

Total collisions

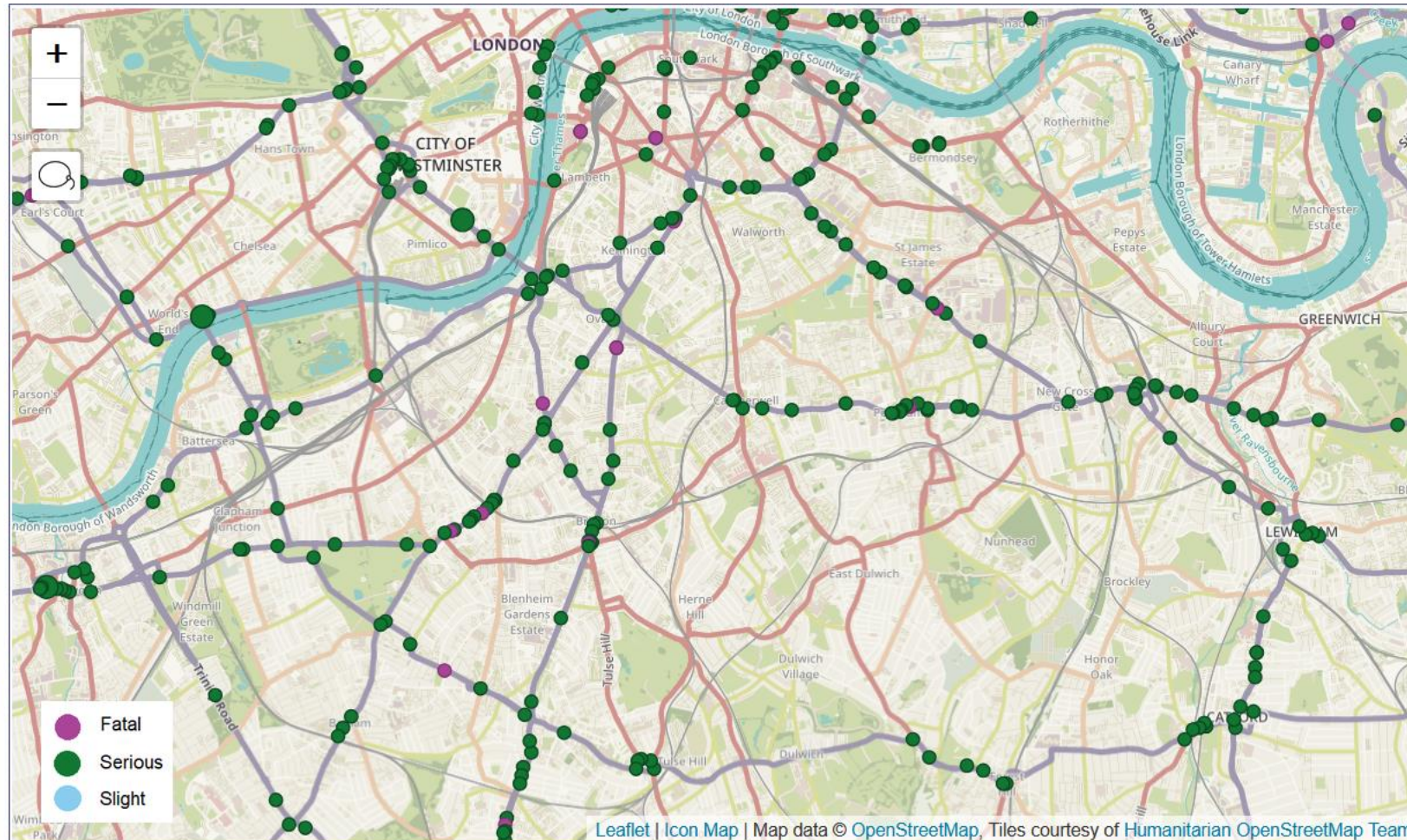
771

Total casualties

782

You can use the lasso function on the map to select collisions within a boundary. First select the relevant borough(s) from the filter on the left side, this will ensure all records are captured. Then click on the lasso icon and draw an area by holding the left button of your mouse, and releasing to finish. To see details of selected collisions click on the button below. For further details see our [Help Document](#).

Right click here to
drill-through to detail of
collisions and casualties



Leaflet | Icon Map | Map data © OpenStreetMap, Tiles courtesy of Humanitarian OpenStreetMap Team

Select date range

1/1/2023

12/31/2025



Select borough(s) of collision

All

- ☒ Select all
- ☒ Pedestrian
- ☒ Pedal Cycle
- ☒ Motorcycle
- ☒ Car
- ☒ Taxi
- ☒ Bus Or Coach
- ☒ Goods Vehicle
- ☒ Other Vehicle
- ☒ Private Hire
- ☐ Reported Damaged Transport

All

Select casualty age band

- ☐ Select all
- ☐ 0-15
- ☐ 16-24
- ☐ 25-59
- ☐ 60+
- ☐ Unknown

Select casualty gender

- ☐ Select all
- ☐ Male
- ☐ Female
- ☐ Unknown

Select one or more casualty severity

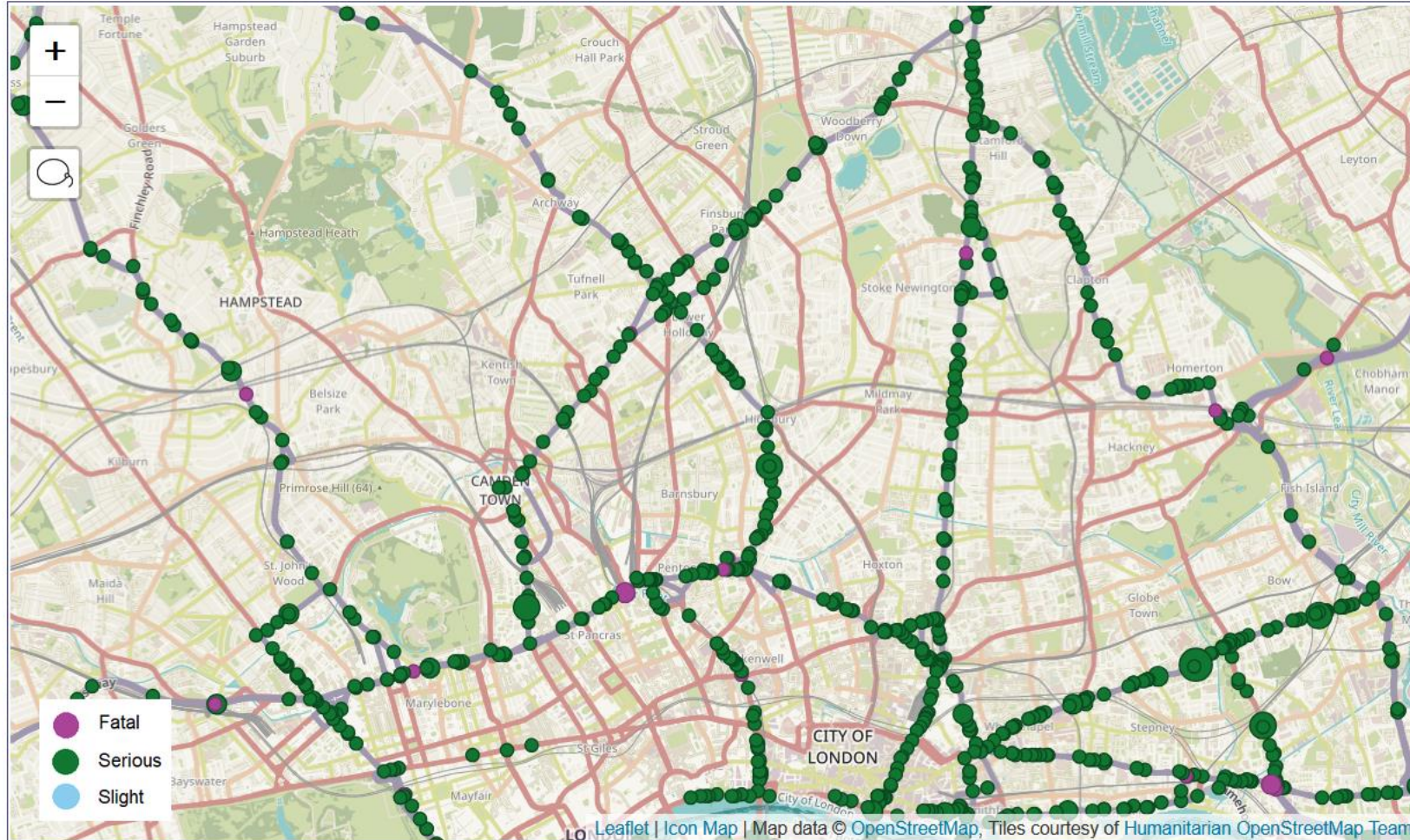
Select all

Fatal

Serious

Slight

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CLEAR FILTERS

Total collisions

2,989

Total casualties

3,115

You can use the lasso function on the map to select collisions within a boundary. First select the relevant borough(s) from the filter on the left side, this will ensure all records are captured. Then click on the lasso icon and draw an area by holding the left button of your mouse, and releasing to finish. To see details of selected collisions click on the button below. For further details see our [Help Document](#).

Right click here to drill-through to detail of collisions and casualties

North London – KSIs: Pedal Cycles only 3 years 2023 to 2025



Select date range

1/1/2023

12/31/2025



Select borough(s) of collision

All

- ☐ Select all
- ☐ Pedestrian
- ☒ Pedal Cycle
- ☐ Motorcycle
- ☐ Car
- ☐ Taxi
- ☐ Bus Or Coach
- ☐ Goods Vehicle
- ☐ Other Vehicle
- ☐ Private Hire

Pedal Cycle

Select casualty age band

- ☐ Select all
- ☐ 0-15
- ☐ 16-24
- ☐ 25-59
- ☐ 60+
- ☐ Unknown

Select casualty gender

- ☐ Select all
- ☐ Male
- ☐ Female
- ☐ Unknown

Select one or more casualty severity

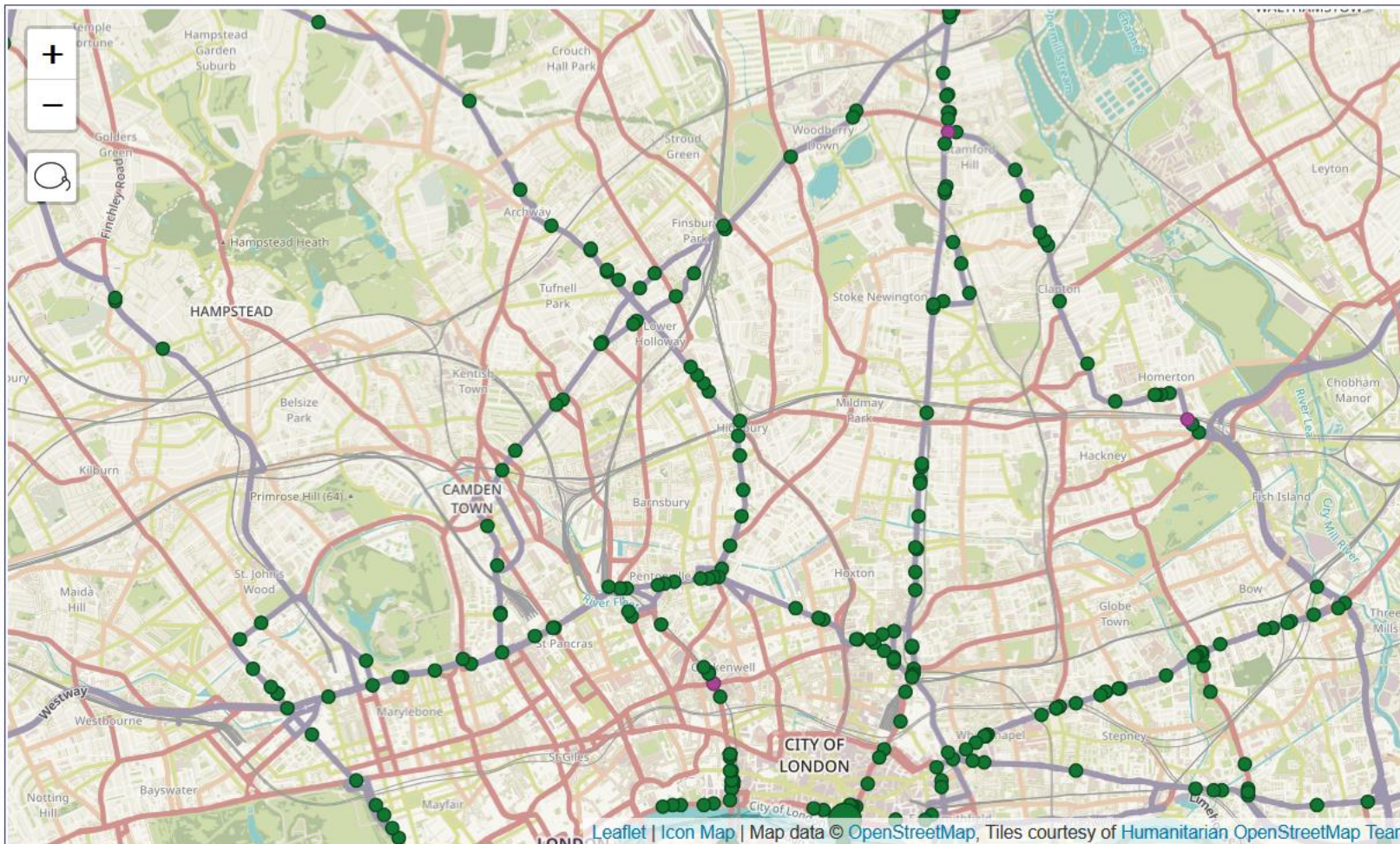
Select all

Fatal

Serious

Slight

This mapping has a limit of 30000 collisions. If the total collisions shown in the box on the right exceeds this limit, the map shows a subset of significant collisions that define the overall shape. To show all data points use the filters to reduce the number of collisions below 30001.



CLEAR FILTERS

Total collisions

874

Total casualties

877

You can use the lasso function on the map to select collisions within a boundary. First select the relevant borough(s) from the filter on the left side, this will ensure all records are captured. Then click on the lasso icon and draw an area by holding the left button of your mouse, and releasing to finish. To see details of selected collisions click on the button below. For further details see our [Help Document](#).

Right click here to drill-through to detail of collisions and casualties

North London – KSIs: Pedestrians only 3 years 2023 to 2025



Select date range

1/1/2023

12/31/2025



Select borough(s) of collision

All



Select highway authority

TfL Road Network



Select street speed limit

All



Select casualty mode of travel

Pedestrian



Select casualty age band

- ☐ Select all
- ☐ 0-15
- ☐ 16-24
- ☐ 25-59
- ☐ 60+
- ☐ Unknown

Select casualty gender

- ☐ Select all
- ☐ Male
- ☐ Female
- ☐ Unknown

Select one or more casualty severity

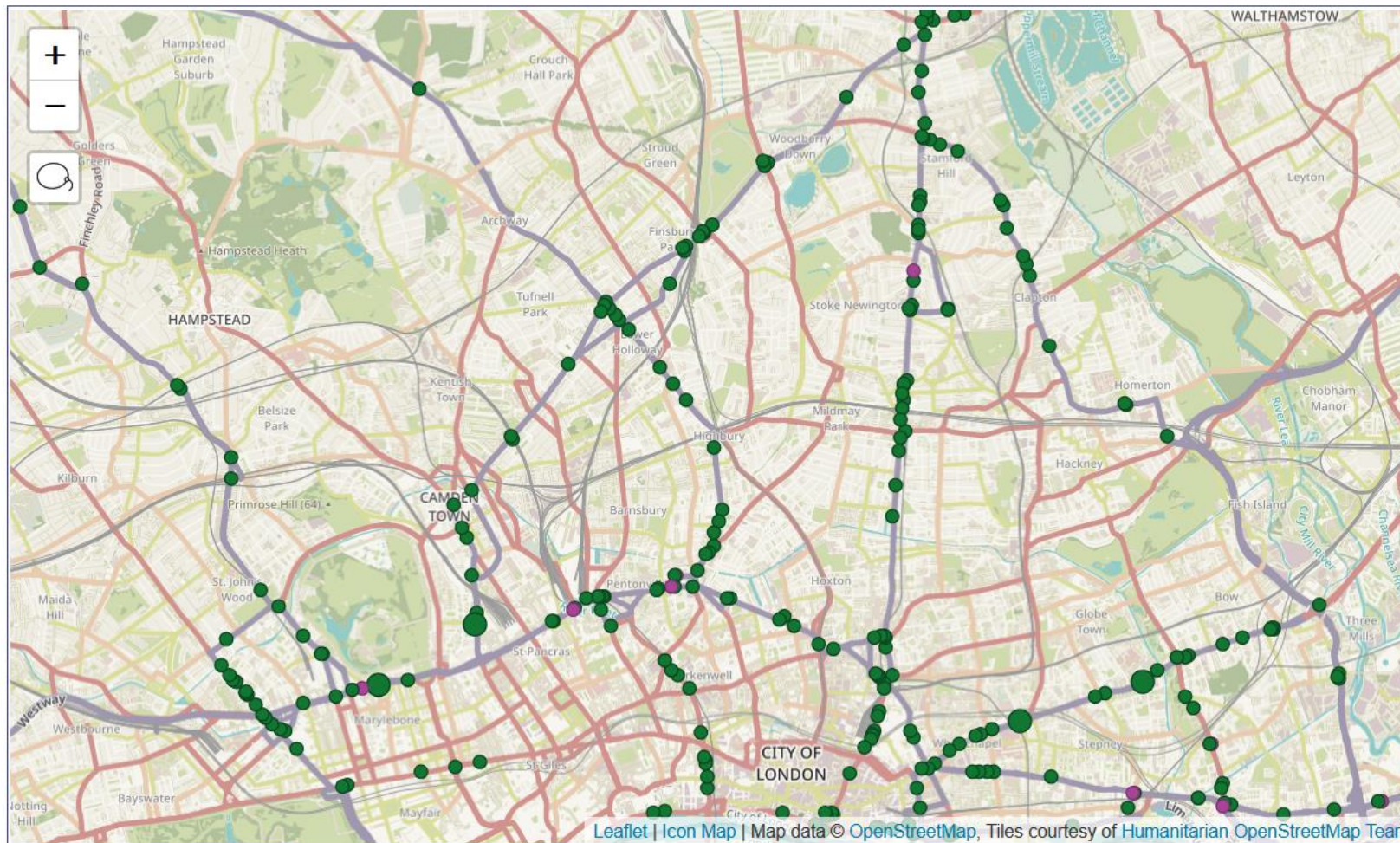
Select all

Fatal

Serious

Slight

This mapping has a limit of 30000 collisions. If the total collisions shown in the box on the right exceeds this limit, the map shows a subset of significant collisions that define the overall shape. To show all data points use the filters to reduce the number of collisions below 30001.



CLEAR FILTERS

Total collisions

771

Total casualties

782

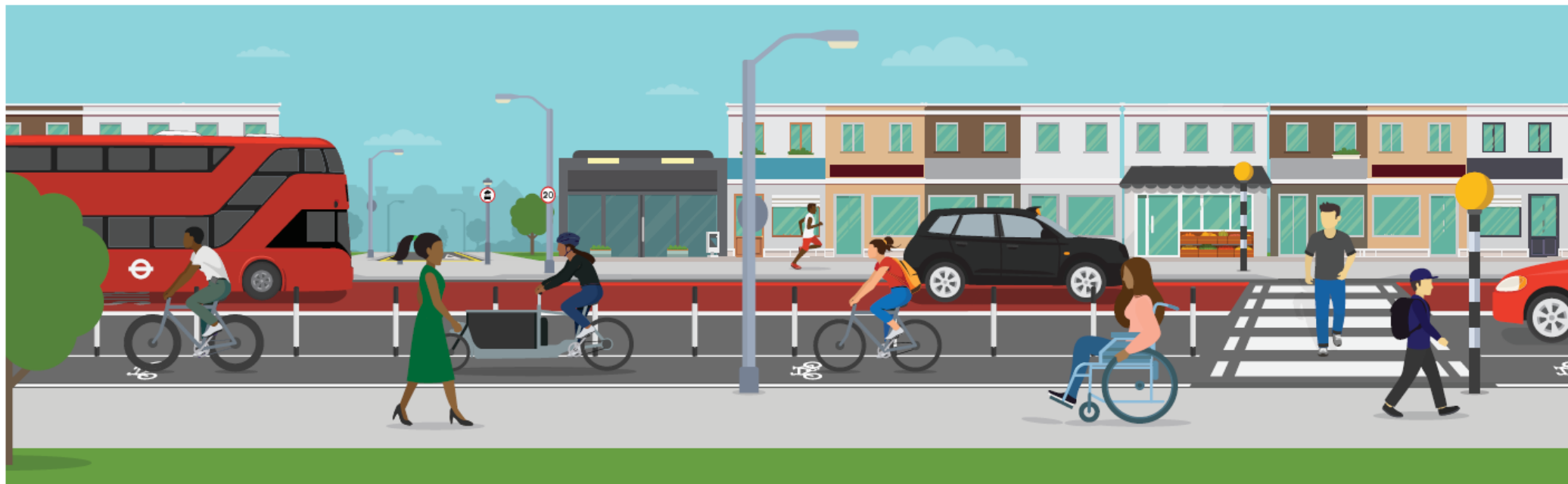
You can use the lasso function on the map to select collisions within a boundary. First select the relevant borough(s) from the filter on the left side, this will ensure all records are captured. Then click on the lasso icon and draw an area by holding the left button of your mouse, and releasing to finish. To see details of selected collisions click on the button below. For further details see our [Help Document](#).

Right click here to drill-through to detail of collisions and casualties

Appendix 1. References to the TLRN in Vision Zero Action Plan 2 (1)

Page No.	Reference
7	Through this plan, we will...deliver safe speed limits on the TfL Road Network.
33	- Spotlight on high streets and side roads. Currently, two-thirds of main roads in London are classified as having very high or high levels of walking severance. This rises to over 70 per cent on the TfL Road Network. Almost half (46%) of all deaths and serious injuries in London occur on high streets. Of those killed or seriously injured on high streets, most (68%) are walking or cycling. - Nearly 1 in 2 collisions resulting in death or serious injury happen at side roads and other junctions without traffic signals.
46	Since 2018, TfL has introduced 20mph speed limits on 267km of the TfL Road Network. Initial findings suggest that lowering the speed limits in the Congestion Charge zone led to 24% fewer collisions resulting in death or serious injury.
50	As part of these changes, the general principle is to set a maximum speed limit of 40mph on the TfL Road Network where there are adjoining residential buildings, side roads without traffic signals, or bus stops.
59 (plus Action 10)	This will include piloting zebra crossings on side roads on the TfL Road Network, aiming to improve driver yielding at side roads and provide clear priority to people walking.
51 – Action 2	- By 2035: 20mph will be the default speed limit in central and all inner London - TfL will reduce speed limits on roads where people live, take public transport, or there are side roads without traffic signals, to a default maximum speed limit of 40mph - To deliver this, TfL will lower the speed limit on at least a further 65km of the TfL Road Network by 2030, making over 80% of its roads in central and inner London 20mph.

Key features of a safer high street



A safe high street must reduce the sources of harm to everyone while maintaining the essential movement required for it to function. Reducing or removing private motor traffic is the most effective way to reduce danger. Freight is essential but the impact of loading and servicing on other users should be minimised through encouraging uses of smaller and non-motorised vehicles, with access for larger vehicles limited in time and space. Priority should be given to the safe and efficient movements of people walking, cycling and public transport.

Traffic volumes are low

- ☑ Daytime access for buses and cycles only where possible
- ☑ Road space reduced, maximum of single traffic lane per direction
- ☑ Side road access closed to motor traffic where possible
- ☑ Parking provision limited to essential provision (such as Blue Badge holders)

Speeds are low

- ☑ Speed limit is 20mph
- ☑ Street is designed for low speeds

People walking are prioritised

- ☑ Footways are wide
- ☑ Side road redesign reinforces pedestrian priority
- ☑ Crossings on all arms of junctions
- ☑ Frequent signal-controlled or zebra crossings

Enables people of all ages to cycle

- ☑ Through motor traffic restricted where possible
- ☑ Protected cycle routes where traffic flows are higher
- ☑ Cycling segregated in time or space at junctions

Public transport is accessible and efficient

- ☑ Infrastructure prioritises buses
- ☑ Accessible bus stops

Freight is managed well

- ☑ On-street deliveries and servicing are minimised, and restricted or consolidated where feasible
- ☑ Plentiful, well-located parking for sustainable last-mile options (such as cargo bikes)
- ☑ Loading bays do not create conflicts with cycle or bus movements

Appendix 3. VZAP2 – Safe speeds Actions

Action number	Action	Delivery leads	Details
1	20mph on borough roads	London's local authorities	More Londoners should benefit from the proven reduction in risk that 20mph speed limits bring. Progress will only be achieved by delivering more 20mph schemes across London local authority roads by 2030.
2	Set safe speed limits across the TfL Road Network	TfL	TfL will ensure speed limits on the TfL Road Network are consistent, easy to comply with, and appropriate to the mix of road users and context. By 2035: • 20mph will be the default speed limit in central and all inner London • TfL will reduce speed limits on roads where people live, take public transport, or there are side roads without traffic signals, to a default maximum speed limit of 40mph To deliver this, TfL will lower the speed limit on at least a further 65km of the TfL Road Network by 2030, making over 80 per cent of its roads in central and inner London 20mph.
3	Investigate new ways to discourage speeding	TfL, London's local authorities	London's local authorities, TfL, the MPS and the City of London police commit to working together to set out a road map to increase speed limit compliance on TfL and borough roads through enforcement, innovative new approaches and efficient deployment of resources. A joint action plan will be developed within 12 months.
4	Modernise and enhance the safety camera network	TfL	Upgrade London's extensive safety camera network, investing in new technology that is effective and adaptable to future enforcement needs. Expand the number of safety cameras to at least 20 new locations, including areas with persistent community concerns, proven collision risk and excessive speeds.
5	Pioneer innovative approaches to speed compliance	TfL, London's local authorities	TfL will pilot using vehicle telematic and camera data to measure speed compliance across London, and investigate potential to produce a London speed compliance map to guide traffic-calming interventions. Richmond, Wandsworth and/or the City of London will pilot and share case studies which integrate traffic calming into road maintenance or resurfacing schemes.
6	Increase driver awareness of the human and criminal consequences (such as fines) of speeding	TfL	By 2028, TfL will refresh its speed behaviour change campaigns to underline the consequences of speeding.
7	Tackle risk and harm caused by speeding	TfL, Metropolitan Police Service	Through the TfL and MPS partnership, we will maintain speed enforcement activity to deter and detect dangerous driving, ensuring that those who put others at risk face the full consequences of their actions. Our extensive safety camera network will be backed by robust systems to guarantee their effectiveness. From 2026, we will expand the role of Police Community Support Officers within the TfL-funded Road Danger Reduction Team, increasing their involvement in speed enforcement. This will include greater use of mobile safety cameras during peak periods, later in the evenings and at weekends, when risks are often higher.

We will work with the government to implement the following actions:

Action	Details
Make 20mph the default urban speed limit	We urge the government to set 20mph as the default urban speed limit in England to improve safety, lower costs to public authorities and make compliance easier by setting clear expectations for drivers.
Unlock innovation in speed enforcement	We will work with the government to reform the Home Office Type Approval (HOTA) process for safety cameras to unlock innovation and efficiency while balancing the need for rigorous testing, for fair and effective enforcement which Londoners have confidence in.