

# DISTRIBUTION OF 20MPH SPEED LIMITS IN GREAT BRITAIN

## ANALYSIS OF THE REGIONAL AND LOCAL ADOPTION OF 20MPH SPEED LIMITS IN URBAN AREAS

Richard Owen, Managing Director, 20<sup>th</sup> October 2025

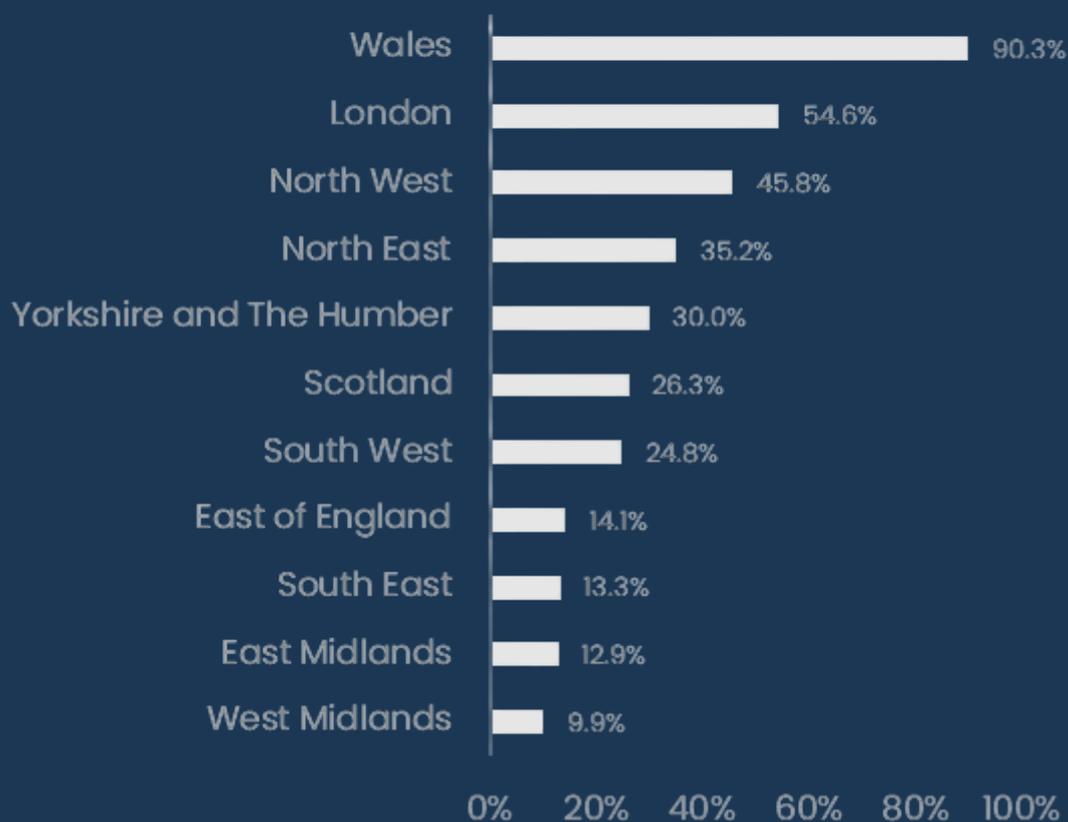
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## Executive Summary

In our towns and cities in Great Britain, over 30% of roads are now subject to a 20mph speed limit, rather than the traditional 30mph one. This new research shows for the first time the extent to which road authorities have adopted lower speed limits, providing results at country, regional and local level. This data has been extracted and analysed by Insight Warehouse, a transport data company specialising in speed limit information. For the first time a series of analyses have been produced based on the data available at the beginning of 2025.

### Percentage of 20mph Urban Roads by Region



Wales has led the way in terms of adopting lower speed limits following the widespread, but not blanket change in urban speed limits. This analysis shows that just over 90% of urban roads in Wales are now set at 20mph, a complete contrast to the West Midlands where just less than 10% of urban roads are at that lower limit. Progress has been made in London with more than half of all urban roads subject to lower limits, and the North-West of England is following closely with over 45% of roads at 20mph. There are some regions where, like the West Midlands, there has been lower rates of adoption of 20mph. The East, East Midlands and South East of England all have adoption rates that are less than half the GB average.

Across the roads analysed, 30.2% were set to 20mph, with 30mph roads making up 67.7% of urban road speed limits. In terms of traffic miles driven the figures are much lower with only around 21.2% of urban journeys taking place on roads with the lower speed limit. This shows that implementation of lower speed limits has historically been on low-flow, residential roads rather than busy connector roads where a higher speed limit might be more appropriate if there are safety measures to protect vulnerable road users. In terms of the population, we have estimated that around 19.1m people now live in neighbourhoods with a 20mph limit.

This analysis is backed by an online map which is free to access and allows anyone to see how speed limits vary in their area compared to others. The web map is available at <http://20mph.speedmap.co.uk/>

The online tool highlights some significant differences even within countries and regions. In Wales for example, 98.7% of urban roads in Denbighshire are set to 20mph, but in Blaenau Gwent it's 84.3%. In London, the City of London tops that table with 100% of all urban roads set at 20mph, yet in the Borough of Barnet it's only 4.2%. In Scotland the clear leader is East Lothian with 89.3% but there are twelve authorities where 20mph is almost non-existent (less than 5% of urban roads). Across the larger number of Highway Authorities in England it's a similar mixed picture. The City of Bristol top scores with 84.4%, followed closely by Sefton, Portsmouth, plus Bath and North East Somerset. There are 25 Highway Authorities where less than 5% of the urban road network is 20mph. Leaving aside the Isles of Scilly (no 20mph limits) the next lowest authorities are North Lincolnshire, Hertfordshire, Lincolnshire, Hertfordshire and Worcestershire. There are clear patterns in the adoption of 20mph limits with more metropolitan areas signing up for lower limits than county authorities. This analysis does not analyse the extent of adoption of 20mph limits in rural areas, although total road lengths are provided in the online tool and downloadable dataset.

Making sure there is high-quality data available on speed limits is our passion and this research shows how important it is that the data are collected, analysed and published to inform local communities and politicians about their roads. No database is every 100% accurate and within some areas we know there have already been significant changes in 2025. Our message to road authorities is that if you have better information, or want to know more about our work, please contact us [info@insight-warehouse.co.uk](mailto:info@insight-warehouse.co.uk) and we can show you how you can access street-by-street data and contribute to this important project. The data are important to our customers too. These include companies entrusted to provide accurate maps for use in vehicles, whether that's through tracking devices, sat-navs, or even mobile phone apps. We estimate our data are present in over 10 million devices in the UK.

Evidence from Wales has shown that not only do speed and casualties drop when 20mph limits are implemented, so do insurance claims. This is why we are now offering our data to insurance companies who are using it to reduce premiums for those living in communities with 20mph limits.

The report contains details on our data sources, methodologies, and links to outputs and we will be re-analysing data early next year to see what the picture looks like heading into 2026.

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# Introduction

The setting of speed limits on many of our roads is the responsibility of individual Highway Authorities using a guidance provided by the Department for Transport<sup>[i]</sup> (DfT). On rural roads the national speed limit tends to apply on the vast majority of the road network, but in urban areas there has been an increasing trend to implement lower speed limits since 1991 when 20mph zones were created in Sheffield, Kingston upon Thames, and Norwich<sup>[ii]</sup>. Over the last three decades authorities have independently taken the decision to implement lower speeds at specific locations, withing certain neighbourhoods, or across large towns and cities. More recently larger-scale programmes have been put in place by authorities such as Oxfordshire, Cornwall, Cambridgeshire, and Bristol – meaning that in many English authorities, 20mph is increasingly the default limit. In London, backed by an ambition for zero road deaths and injuries by 2041<sup>[iii]</sup>, more and more London Boroughs are adopting a default 20mph limit.

In Wales a significant change was introduced in 2023 when using devolved powers, the Welsh Government (Llywodraeth Cymru) introduced a default 20mph speed limit on restricted roads<sup>[iv]</sup>. Although not all urban road changed to 20mph, the vast majority did with individual authorities responsible for deciding which roads shouldn't be 20mph, rather than the other way around. The Scottish Government has made a commitment to ensuring that 20mph is the default limit “where appropriate”<sup>[v]</sup> by the end of 2025. This is a step back from the default limit applied in Wales but goes further than the guidance issues to authorities in England.

For road users this situation has led to frequent changes in speed limits and a lack of consistency around the country; although this is now not the case as much within Wales. To-date, there has been no research into the extent to which lower speed limits have been implemented across Great Britain; and that is what this report sets out to address.

[i] <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>

[ii] <https://www.tsrgd.co.uk/pdf/tal/1999/tal-9-99.pdf>

[iii] <https://tfl.gov.uk/corporate/safety-and-security/road-safety/vision-zero-for-london>

[iv] <https://www.gov.wales/introducing-default-20mph-speed-limits>

[v] <https://www.transport.gov.scot/media/3yxf5tp/the-implementation-guide-for-20-mph-speed-limits-in-scotland.pdf>

# Background and Context

This report is not intended to examine the safety case for reduced speeds, nor does it seek to measure evidence to support concerns that lower speeds will lead to longer journey times. It would, however, be remiss not to make reference to the existing evidence on the impact of 20mph limits in Great Britain.

The DfT 2018 report<sup>[i]</sup> indicated that for early 20mph schemes the reductions in speed were modest, although more recent evidence from Edinburgh<sup>[ii]</sup>, Bristol<sup>[iii]</sup> and Wales<sup>[iv]</sup> show that driver's speeds have reduced more considerably. Road collision and casualty data from Wales has shown that as well as reducing speeds, implementing lower limits contributes to casualty reduction targets. Extensive research confirms that lower driving speeds reduce both the likelihood and severity of injuries in collisions<sup>[v]</sup> so it is therefore unsurprising that lower speeds equal casualty reduction. This is because higher speeds reduce drivers' ability to respond in time to avoid hazardous situations, increasing both crash frequency and severity.

Beyond the casualty reduction benefits, drivers see impacts themselves with motor insurance provider esure noting that that has been a *"clear drop in vehicle damage claims in Wales since the 20mph speed restriction was introduced in September 2023. During a time when we usually see these claims rise, they dropped and have continued to do so in Q1 2024. The restriction is clearly having an impact, as we did not see a similar drop in claims in England in the same period."*<sup>[vi]</sup>

Drivers will be concerned that travel times will increase, and this will objectively be the case on road sections where average speeds were previously higher. The reality is that in urban environments, stop-and-go traffic, traffic lights, and the time it takes to navigate junctions are the main factors slowing down journeys, not the speed limit itself. Transport for London's own research indicates that introducing 20mph schemes had little impact on congestion<sup>[vii]</sup>.

Nevertheless, many people find 20mph schemes unpopular with significant backlash to the Wales changes following implementation. New guidance was issued by the Welsh Government and a small number of roads have been earmarked for change to a higher limit<sup>[viii]</sup>.

[i] <https://www.gov.uk/government/publications/20-mph-speed-limits-on-roads>

[ii] <https://pmc.ncbi.nlm.nih.gov/articles/PMC8719778/>

[iii] <https://uwe-repository.worktribe.com/output/875541/the-bristol-twenty-miles-per-hour-limit-evaluation-brite-study>

[iv] <https://tfw.wales/national-monitoring-report-july-2025>

[v] <https://www.who.int/publications/m/item/speed-management--a-road-safety-manual-for-decision-makers-and-practitioners.-2nd-edition>

[vi] [https://www.20splenty.org/welsh\\_accidental\\_damage\\_claims](https://www.20splenty.org/welsh_accidental_damage_claims)

[vii] <https://tfl.gov.uk/info-for/media/press-releases/2025/may/powerful-new-long-term-tfl-research-shows-20mph-speed-limits-save-lives-on-london-s-roads>

[viii] <https://www.gov.wales/new-framework-support-councils-20mph>

# Approach and Methodology

The aim of this study is to map the extent to which 20mph speed limits have been adopted in urban areas of England, Scotland and Wales. In order to do this, data was derived from the UK's national speed limit database (maintained by Insight Warehouse with support from highway authorities and using connected vehicle data). Data are published at national, regional and highway authority level, derived from our own street-by-street dataset. Data for local neighbourhoods is available under commercial licence and may be used for motor insurance pricing due to the strong links between local speed limits and reduction in claim value. The database is updated almost daily and for this work a snapshot was taken in early January 2025. Although our database covers all roads, our results are focussed on urban areas. The definition of an urban area in England and Wales is provided by the Office for National Statistics[i] and in Scotland is comes from the Scottish Government[ii].

Classifications are available for small areas and are based on census data. We match roads in these small areas then aggregate the results to Highways Authority and beyond. The definition of what constitutes an urban area varies slightly between countries but typically it means that small towns and villages with a population of fewer than 10,000 people are generally classified as rural. In this analysis we do not analyse the distribution of 20mph limits in these settlements, although it is our intention to expand the methodology in future. For reference, our data does show the 20mph road length in these rural areas, although it is not analysed. As we are analysing urban areas, we have excluded motorways from our data.

The road network used for the analysis is provided by Ordnance Survey and typically covers public roads only. This methodology is not perfect however and quoted road lengths per authority may differ from official figures. Our database includes information for around 427,000km of roads compared to the official government statistics of 396,000km.

Once we know the length of roads, their speed limits, and which authority they are in we have the ability to create our report and maps. We do add two other sources of data. The first relates to vehicle traffic and enables us to analyse the percentage of traffic on urban roads of different speed limits, as well as the total length. This data was provided under a research licence from Agilysis who provide this data to clients using their Speed Compliance Tool<sup>[iii]</sup>. These data, matched to the same road network, allows an estimation of traffic. The second additional source of data relates to populations. This is again sourced from ONS and is available for the same areas we used to assign the urban classification. This will allow us to estimate the population covered by 20mph limits using a weighted measure based on percentage road length in small areas.

[i] <https://www.ons.gov.uk/methodology/geography/geographicalproducts/ruralurbanclassifications>

[ii] <https://www.gov.scot/publications/scottish-government-urban-rural-classification-2022/>

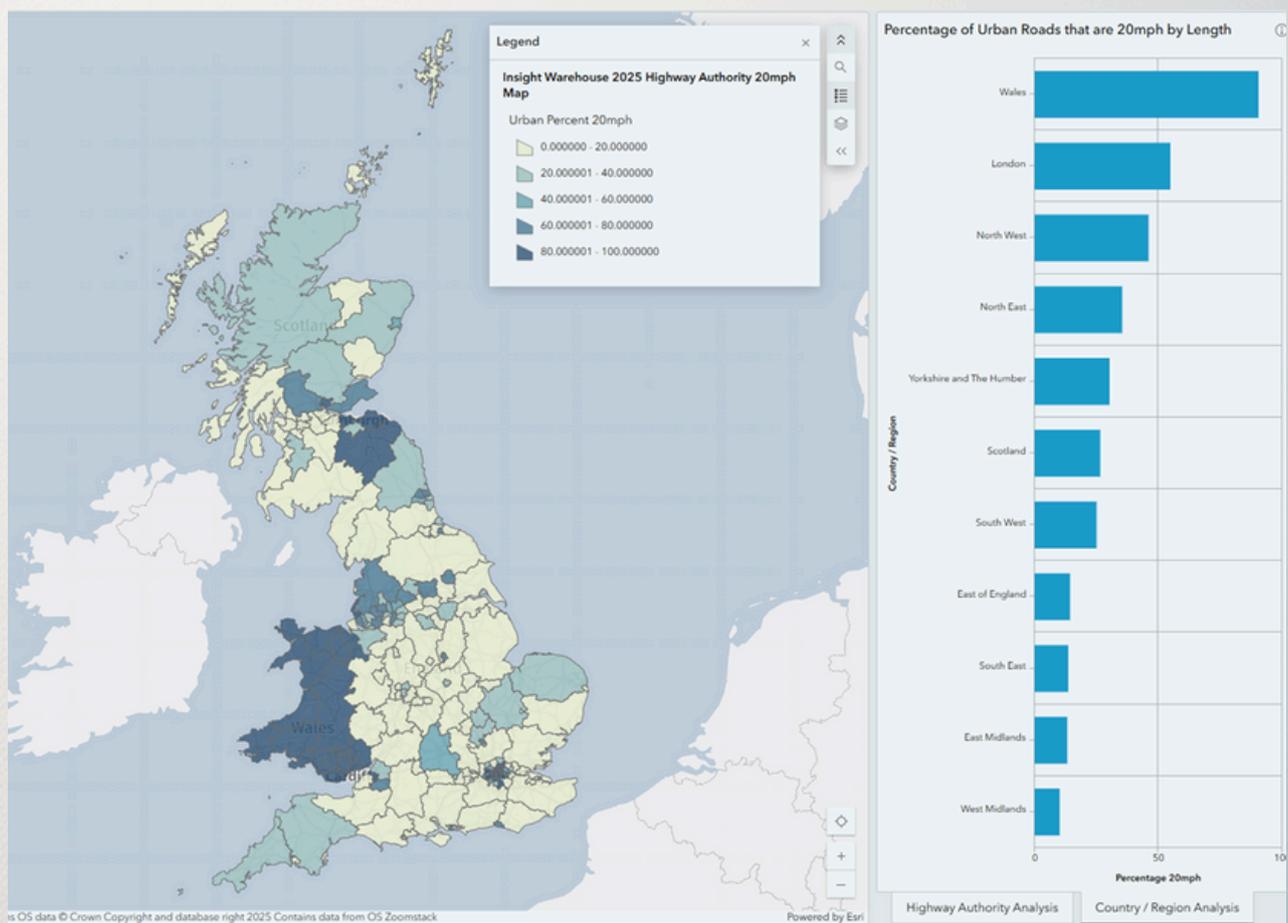
[iii] <https://agilysis.co.uk/speedcompliancetool/>

# Results

Using the speed limit data matched to the Ordnance Survey road network we are able to calculate the percentage of roads in a given urban geography where the speed limit is 20mph. The focus of this analysis is on urban roads and the geographical boundaries which have been used are country, region and Highway Authority. The percentages have been banded into quintiles and are now visualized on an interactive map and dashboard [Insight Warehouse 2025 Great Britain Speed Limit Dashboard](#)

Interested parties can browse this online tool, delve into the data for their areas, and compare Highway Authorities within a region.

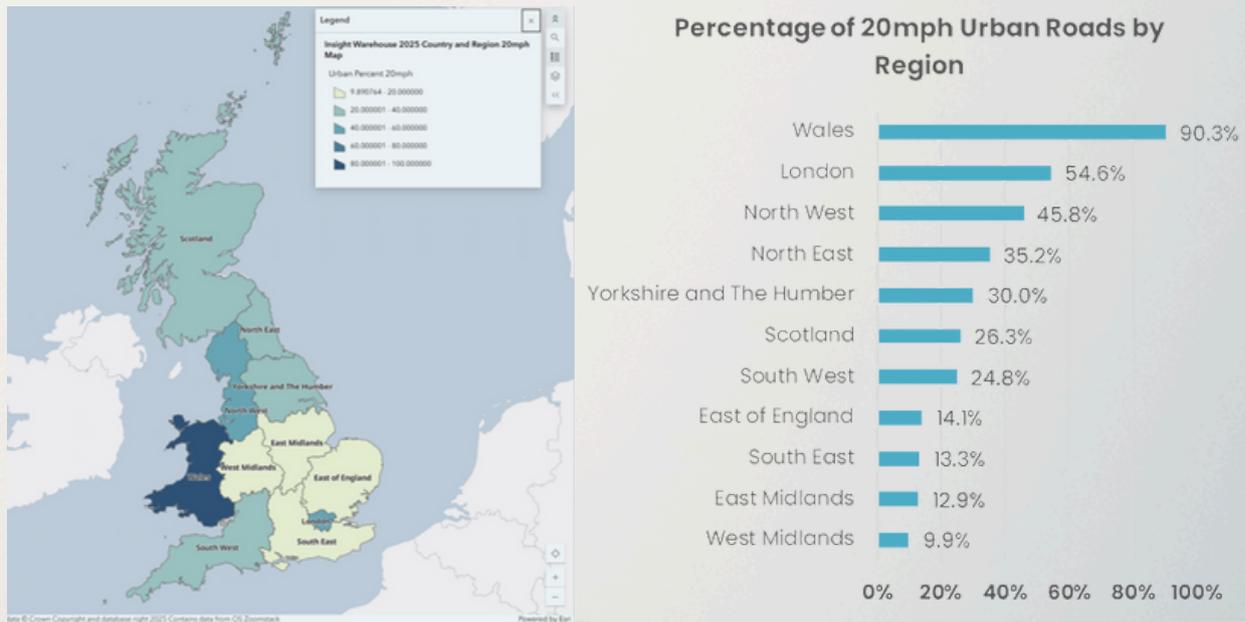
Figure 1 - Screenshot from the online map and dashboard



# Regional Analysis

As expected the results show that the leading part of Great Britain is Wales with just over 90% of all urban roads having a 20mph speed limit. London's roads feature 20mph on more than half of the roads by length and the North West is over 45%. At the other end of the scale the West Midlands has the lowest percentage of 20mph roads, just under 10%. The East, South East and East Midlands all have less than 20% of urban roads with a 20mph limit.

Figure 2 - Map and chart illustrating the extent of 20mph on urban roads in Great Britain



## Highway Authority analysis and ranking

Highway Authorities have been split into four groups for benchmarking and ranking purposes. These are; England (Excluding Greater London), Greater London, Scotland and Wales. The online map and dashboard allows filtering by individual region and the tables in figures 3 to 6 list the top ten authorities ,by percentage of urban roads with a 20mph speed limit by length, in each of the four groups.

Figure 3 - Top 10 in England (excluding Greater London)

Highway Authority	Urban Road Length (km)	Urban Road Length 20mph	% of urban roads 20mph
<b>City of Bristol</b>	1,195	1,009	84.4
<b>Sefton</b>	903	725	80.3
<b>Portsmouth</b>	472	370	78.5
<b>Bath and North East Somerset</b>	394	305	77.4
<b>Bolton</b>	1,023	767	74.9
<b>Newcastle upon Tyne</b>	1,007	747	74.2
<b>Wigan</b>	1,055	768	72.8
<b>Brighton and Hove</b>	619	450	72.7
<b>North Tyneside</b>	758	539	71.2
<b>Middlesbrough</b>	524	366	69.7

City of Bristol leads the top ten for England with 84.4% of its urban road network at 20mph, followed closely by Sefton, Portsmouth and Bath & North East Somerset. Many large cities such as Leeds (68.7%), Liverpool (65.2%) and Manchester (63%) have partially adopted 20mph limits. Birmingham has minimal coverage (17.9%). The ranges in percentages illustrate the variations in local policies. The full table for England can be found in the appendix A1 of this report.

Figure 4 - Top 10 in Greater London

Highway Authority	Urban Road Length (km)	Urban Road Length 20mph	% of urban roads 20mph
<b>City of London</b>	63	63	100.0
<b>Westminster</b>	377	373	98.8
<b>Hackney</b>	288	281	97.6
<b>Camden</b>	296	286	96.6
<b>Islington</b>	252	241	96.0
<b>Southwark</b>	415	394	94.8
<b>Merton</b>	410	386	94.2
<b>Lewisham</b>	474	441	93.1
<b>Haringey</b>	373	346	92.8
<b>Ealing</b>	650	602	92.5

Unsurprisingly, very high percentages of inner London Borough's have adopted 20mph limits, with City of London leading the way at 100%. In Westminster(98.8%), Hackney(97.6%), Camden(96.6%), Islington (96.0%) almost all roads are 20mph. The full results show that outer London Borough's are a way behind in the adoption of 20mph limits, with Bexley, Hillingdon, Bromley and Barnet all having less than 10% 20mph limits.

Figure 5 - Top 10 in Scotland

Highway Authority	Urban Road Length (km)	Urban Road Length 20mph	% of urban roads 20mph
<b>East Lothian</b>	280	250	89.3
<b>Scottish Borders</b>	152	135	88.6
<b>Clackmannanshire</b>	96	78	81.3
<b>City of Edinburgh</b>	1,534	1,245	81.2
<b>Stirling</b>	239	164	68.8
<b>Fife</b>	1,130	762	67.4
<b>Aberdeen City</b>	971	444	45.7
<b>Midlothian</b>	298	97	32.7
<b>Highland</b>	457	145	31.7
<b>Aberdeenshire</b>	464	129	27.7

The top ten table above shows that the adoption of 20mph limits in urban areas is wide ranging in Scotland - from 89.3% in East Lothian to 27.7% in Aberdeenshire. East Lothian, Scottish Borders, Clackmannanshire and City of Edinburgh have the highest proportions with over 80% coverage. Glasgow City, which is a major urban centre, has only 14% coverage so far. Aberdeen City has 45.7%, while Edinburgh has 81.2% and features in the top 10 above. This illustrates regional inconsistency compared to Wales (in figure 6 below). The full table of results for Scotland can be found in appendix A3 at the end of this report.

Figure 6 – Top 10 in Wales

Highway Authority	Urban Road Length (km)	Urban Road Length 20mph	% of urban roads 20mph
<b>Denbighshire</b>	171	168	98.7
<b>Flintshire</b>	252	239	94.9
<b>Isle of Anglesey</b>	53	50	94.6
<b>Monmouthshire</b>	165	155	94.1
<b>Wrexham</b>	240	226	93.8
<b>Caerphilly</b>	322	300	93.3
<b>Camarthenshire</b>	283	264	93.2
<b>Gwynedd</b>	62	57	92.6
<b>Rhondda Cynon Ta</b>	671	621	92.5
<b>Conwy =</b>	289	265	91.7
<b>Cardiff =</b>	1,070	981	91.7

Although this table shows the top ten authorities in Wales, in actual fact nearly all Welsh authorities have over 85% of their urban roads limited to 20mph.

Denbighshire has the highest proportion of 20mph roads (98.7%), whilst Blaenau Gwent has the lowest proportion (84.3%). This shows that most urban roads in Wales (over 85%) are now 20mph. Cardiff has the largest urban road network (over 1,000 km) with a 91.7% 20mph coverage. The full table of results for Wales can be found in the Appendix table A4.

## Key Statistics



**19,127,937 people live in 20mph areas**

(based on percentage distribution of roads at small area level)

Figure 7 - Urban speed limit key statistics

The key statistics in figure 7 have been extracted from the raw data that sits behind the research. As explained in the methodology section, we are able to estimate the amount of traffic on roads by speed limit, and also assign populations based on the percentage of roads of a given limit within a small area.

The percentage of roads by length with 20mph in urban areas is 30.2%. The percentage of traffic is much lower, around 21.2%, which is to be expected as roads with higher traffic levels are likely to have higher speed limits with improved road infrastructure and fewer vulnerable road users. The estimated population living in areas with a 20mph limit is just over 19.1 million, around 29% of the GB population (65.7m).

## Limitations

This report has already considered potential limitations in the analysis from a data and methodology perspective. The road network used is longer than the official figures, recent changes to speed limits won't be included in the analysis and no map can ever be 100% accurate. The data used to estimate populations is around two year's old and the methodology for assigning population doesn't accurately map residences to the nearest road (and this would be very difficult). Finally the traffic data are estimated based on GPS data from connected vehicles and devices and is summarised by small area rather than matched to a specific road.

Some of these limitations can be considered and removed or accounted for better in future research. We intend to publish this report every year and will endeavour to bring it forward in 2026 based on feedback to this publication.

# Analysis and conclusions

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The data shows a clear difference in the implementation of 20mph speed limits around Great Britain with the lower urban speed limit becoming the default across many urban areas. Even within the same city region or wider areas there are stark differences in approach. The impending review and changes in Scotland will be fascinating to observe to see whether there is the same level of relative uniformity seen in Wales.

Although some data has been provided on 20mph limits in rural areas this has not been analysed in detail, partly due to some complications in the potential methodology. Defining what a settlement looks like in rural areas is difficult with no national classification system in place. Many residential properties in the countryside don't have restricted roads nearby (those subject to the national 30mph limit) which would make analysis complicated. We are certain however that rural communities do not have the same lower speed limits nearby as those in built-up areas.

Away from the matter of speed limits, we have not measured traffic speeds. A 30mph limit does not equal traffic travelling at 30mph with time spent waiting at junctions, or queueing in traffic having a significant impact on journey time. We have similarly not reviewed the impact of changing speed limits on road casualties. This type of study requires in-depth analysis and is typically carried out by Highway Authorities themselves.

There is a lot more we can do with the data and we look forward to exploring the potential for further research next year.

## Data sources

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1. Insight Warehouse "SpeedMap GB" database of speed limits for individual roads, matched to Ordnance Survey road network. Ordnance Survey data can be accessed by PSGA members free of charge (<https://www.ordnancesurvey.co.uk/customers/public-sector/public-sector-geospatial-agreement>) commercial supply is available via <https://osdatahub.os.uk/>. **Insight Warehouse also supply access to their database directly for commercial clients through an API and file download.**
2. LSOA boundaries for England and Wales and Regional Boundaries for England including rural/urban classification (<https://geoportal.statistics.gov.uk/>)
3. LSOA populations for England and Wales (<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/lowersuperoutputareamidyearpopulationestimates>)
4. Scotland small area statistics (data zones) including boundaries and populations and rural/urban classification (<https://www.gov.scot/collections/small-area-statistics/>)
5. Small Area traffic data supplied by Agilysis Ltd (<https://agilysis.co.uk/>) derived from multiple GPS and ground-truth data sources. Contact [info@agilysis.co.uk](mailto:info@agilysis.co.uk) for further information.

Insight Warehouse have made the datafile that supports the analysis publicly available for download, please visit [20mph.speedmap.co.uk](https://20mph.speedmap.co.uk) for details

**This data may be used for private research purposes only.** If you wish to obtain a commercial licence, or want to access more detailed data at neighbourhood level please contact [info@insight-warehouse.co.uk](mailto:info@insight-warehouse.co.uk)

## Appendix A: Tables of % Urban roads with 20mph limit

### A1: England (Excluding Greater London)

Highway Authority	Urban Road Length (km)	Urban Length 20mph	Urban % 20mph
Bristol, City of	1,195.52	1,009.10	84.4
Sefton	902.91	725.24	80.3
Portsmouth	471.58	370.01	78.5
Bath and North East Somerset	393.89	304.74	77.4
Bolton	1,023.33	766.75	74.9
Newcastle upon Tyne	1,006.85	746.86	74.2
Wigan	1,055.27	768.29	72.8
Brighton and Hove	618.61	449.69	72.7
North Tyneside	757.68	539.28	71.2
Middlesbrough	524.25	365.53	69.7
Calderdale	641.98	445.35	69.4
Nottingham	848.76	583.03	68.7
Leeds	2,465.53	1,692.76	68.7
Lancashire	3,572.35	2,442.92	68.4
Warrington	787.65	525.59	66.7
Luton	497.04	326.26	65.6
Liverpool	1,601.50	1,043.39	65.2
Manchester	1,492.86	940.6	63
York	486.7	293.09	60.2

## A1: England (Excluding Greater London)

Highway Authority	Urban Road Length (km)	Urban Length 20mph	Urban % 20mph
Gateshead	729.56	373.83	51.2
Oxfordshire	1,312.78	660.6	50.3
Rochdale	686.91	304.54	44.3
Bury	663.01	281.15	42.4
Knowsley	518.91	213.02	41.1
Cornwall	842.56	335.53	39.8
Doncaster	972.65	385.37	39.6
Halton	525.19	206.24	39.3
Cheshire West and Chester	916.34	354.57	38.7
Tameside	723.91	261.83	36.2
Leicester	879.3	316.46	36
Kingston upon Hull, City of	870.28	307.42	35.3
South Gloucestershire	868.92	306.51	35.3
Blackburn with Darwen	545.61	184.25	33.8
Salford	826.03	275.71	33.4
Central Bedfordshire	513.26	167.27	32.6
Stockport	894.91	277.64	31
South Tyneside	504.87	144.92	28.7
Norfolk	1,603.31	449.14	28

## A1: England (Excluding Greater London)

Highway Authority	Urban Road Length (km)	Urban Length 20mph	Urban % 20mph
Bedford	346.85	95.72	27.6
Sheffield	1,659.22	439.49	26.5
Cambridgeshire	1,060.96	275.46	26
Northumberland	779.47	195.45	25.1
Sandwell	940.33	226.8	24.1
Hartlepool	362.34	85.86	23.7
Oldham	773.57	182.93	23.7
Walsall	810.48	189.95	23.4
Devon	1,360.82	295.41	21.7
St. Helens	616.57	129.88	21.1
Sunderland	1,090.66	228.09	20.9
Reading	424.05	88.62	20.9
Bradford	1,545.84	319.67	20.7
Slough	323.86	62.33	19.3
North East Lincolnshire	445.18	84.05	18.9
Swindon	700.67	132.21	18.9
Birmingham	2,790.82	499.24	17.9
Bracknell Forest	376.19	66.99	17.8
Westmorland and Furness	479.67	84.05	17.5
Coventry	981.96	162.44	16.5
Darlington	378.96	62.43	16.5

## A1: England (Excluding Greater London)

Highway Authority	Urban Road Length (km)	Urban Length 20mph	Urban % 20mph
North Northamptonshire	871.58	141.29	16.2
Kent	3,235.59	475.28	14.7
East Riding of Yorkshire	713.8	102.27	14.3
Wirral	1,097.43	150.13	13.7
Wiltshire	947.71	123.85	13.1
Cumberland	517.92	64.79	12.5
North Somerset	499.16	60.98	12.2
Gloucestershire	1,223.51	148.56	12.1
Plymouth	919.01	110.4	12
Southampton	621.25	74.21	11.9
Wolverhampton	839.73	98.93	11.8
Peterborough	599.04	70.41	11.8
West Northamptonshire	1,018.90	118.86	11.7
Blackpool	496.4	54.8	11
Trafford	761.28	83.72	11
Rotherham	707.84	75.18	10.6
Windsor and Maidenhead	386.54	40.41	10.5
Bournemouth, Christchurch and Poole	1,220.65	127.32	10.4
Isle of Wight	255.83	24.73	9.7
Essex	3,173.83	287.99	9.1
North Yorkshire	960.62	84.56	8.8

## A1: England (Excluding Greater London)

Highway Authority	Urban Road Length (km)	Urban Length 20mph	Urban % 20mph
West Berkshire	316.11	26.18	8.3
County Durham	1,004.33	78.75	7.8
Wakefield	958.26	72.81	7.6
West Sussex	2,065.09	150.65	7.3
Warwickshire	1,173.58	84.9	7.2
Southend-on-Sea	492.08	33.29	6.8
Stockton-on-Tees	709.71	46.97	6.6
Somerset	980.72	63.31	6.5
Redcar and Cleveland	376.31	23.94	6.4
Solihull	639.36	39.72	6.2
Milton Keynes	950.5	57.86	6.1
Herefordshire, County of	310.04	17.68	5.7
Rutland	51.38	2.81	5.5
Derby	804.49	42.17	5.2
Torbay	509.9	26.62	5.2
Barnsley	532.16	26.27	4.9
Dorset	741.44	34.71	4.7
East Sussex	1,241.09	55.89	4.5
Wokingham	417.59	18.65	4.5
Suffolk	1,423.33	62.43	4.4
Derbyshire	1,563.37	63.38	4.1

A1: England (Excluding Greater London)

Highway Authority	Urban Road Length (km)	Urban Length 20mph	Urban % 20mph
Staffordshire	2,243.43	90.71	4
Shropshire	493.98	17.43	3.5
Nottinghamshire	1,920.41	62.63	3.3
Telford and Wrekin	736.64	23.48	3.2
Stoke-on-Trent	987.74	30.75	3.1
Kirklees	1,239.98	35.58	2.9
Thurrock	421.41	11.8	2.8
Hampshire	3,460.07	93.04	2.7
Leicestershire	1,507.79	34.8	2.3
Medway	678.42	15.31	2.3
Surrey	2,928.68	63.52	2.2
Cheshire East	1,091.21	23.31	2.1
Dudley	1,067.88	20.24	1.9
Buckinghamshire	1,009.40	18.47	1.8
Worcestershire	1,437.66	26.21	1.8
Lincolnshire	1,251.42	21.78	1.7
Hertfordshire	2,826.98	46.58	1.7
North Lincolnshire	339.2	1.28	0.4
Isles of Scilly	-	-	0

## A2: Greater London

Highway Authority	Urban Road Length (km)	Urban Length 20mph	Urban % 20mph
City of London	63.4	63.4	100
Westminster	376.9	372.5	98.8
Hackney	288	281.2	97.6
Camden	295.7	285.6	96.6
Islington	251.5	241.4	96
Southwark	415.3	393.6	94.8
Merton	409.7	386	94.2
Lewisham	473.8	440.9	93.1
Haringey	373.1	346.4	92.8
Ealing	650.4	601.6	92.5
Richmond upon Thames	427.8	394.1	92.1
Kensington and Chelsea	220.2	202.4	91.9
Lambeth	400.5	364.3	91
Wandsworth	437.2	396.8	90.8
Waltham Forest	451.5	404.5	89.6
Hammersmith and Fulham	238.3	206.2	86.6
Tower Hamlets	327.3	275.6	84.2
Croydon	820.2	669.1	81.6
Hounslow	540.9	412.5	76.3
Greenwich	547.9	329.2	60.1

## A2: Greater London

Highway Authority	Urban Road Length (km)	Urban Length 20mph	Urban % 20mph
Brent	532.2	260.9	49
Newham	468.6	200.9	42.9
Kingston upon Thames	385	159.7	41.5
Barking and Dagenham	377.9	107	28.3
Harrow	503.2	132.8	26.4
Sutton	476.4	107.3	22.5
Enfield	677.5	151.9	22.4
Redbridge	561	111.6	19.9
Havering	646.7	78.2	12.1
Bexley	613.2	57.1	9.3
Hillingdon	782.8	69.1	8.8
Bromley	879.4	51.9	5.9
Barnet	826.5	34.9	4.2

### A3: Scotland

Highway Authority	Urban Road Length (km)	Urban Length 20mph	Urban % 20mph
East Lothian	279.6	249.5	89.3
Scottish Borders	151.9	134.6	88.6
Clackmannanshire	96	78.1	81.3
City of Edinburgh	1533.8	1244.8	81.2
Stirling	238.9	164.4	68.8
Fife	1130.2	762.3	67.4
Aberdeen City	971.3	443.7	45.7
Midlothian	297.7	97.3	32.7
Highland	456.9	144.9	31.7
Aberdeenshire	463.5	128.6	27.7
Perth and Kinross	228.6	47.8	20.9
East Ayrshire	258.1	52.3	20.3
Angus	339	67.3	19.8
Dumfries and Galloway	171.7	34	19.8
South Ayrshire	390.4	63.8	16.4
Glasgow City	2036.6	284	14
West Lothian	702.2	60	8.5
South Lanarkshire	1132.7	94.7	8.4

### A3: Scotland

Highway Authority	Urban Road Length (km)	Urban Length 20mph	Urban % 20mph
Dundee City	650	53.9	8.3
West Dunbartonshire	392	23.7	6.1
North Lanarkshire	1242.3	45.5	3.7
Renfrewshire	710.5	24.9	3.5
Argyll and Bute	95.2	1.1	1.2
Inverclyde	288.4	2.3	0.8
East Dunbartonshire	407.7	2	0.5
North Ayrshire	492.3	0.9	0.2
Falkirk	655.6	0.2	0
East Renfrewshire	370.5	0	0
Na h-Eileanan Siar	0	0	0
Moray	201.1	0	0
Orkney Islands	0	0	0
Shetland Islands	0	0	0

#### A4: Wales

Highway Authority	Urban Road Length (km)	Urban Length 20mph	Urban % 20mph
Denbighshire	170.6	168.3	98.7
Flintshire	252.2	239.4	94.9
Isle of Anglesey	53.2	50.3	94.6
Monmouthshire	165.2	155.4	94.1
Wrexham	240.3	225.5	93.8
Caerphilly	321.8	300.2	93.3
Carmarthenshire	283.4	264.2	93.2
Gwynedd	61.9	57.3	92.6
Rhondda Cynon Taf	671.1	620.5	92.5
Conwy	288.7	264.8	91.7
Cardiff	1069.5	980.7	91.7
Vale of Glamorgan	309.4	281.2	90.9
Neath Port Talbot	392.6	353.5	90
Merthyr Tydfil	178.9	160.5	89.7
Swansea	716.1	629.7	87.9
Powys	54.7	47.5	86.9
Newport	472.9	410.5	86.8
Pembrokeshire	125.1	108.5	86.7
Torfaen	334.6	289.1	86.4
Ceredigion	52.5	44.7	85.1
Bridgend	485.2	409.6	84.4
Blaenau Gwent	246.3	207.6	84.3

This map and dashboard has been produced using the data and analysis contained within the report which can be viewed here <https://20mph.speedmap.co.uk>

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