

Vision Zero action plan progress report

Our strategy for making London's roads safer for all

Contents

3 Mayor's foreword

4 Joint foreword

5 Setting the scene

6 Introduction

8 Progress so far

11 Understanding the sources of harm

16 Sources of road danger

18 Delivery in partnership

20 Safe speeds

27 Safe streets

33 Safe vehicles

40 Safe behaviours

46 Post-collision support and investigation

50 Working together

53 Our progress

Mayor's foreword

We have made great progress in making our roads safer, but there is more to do achieve our Vision Zero ambition

Every death or serious injury on our streets is devastating, bringing heartache and tragedy to all those involved. I am more determined than ever to achieve Vision Zero and eradicate all loss of life and serious injuries from London's streets by 2041.

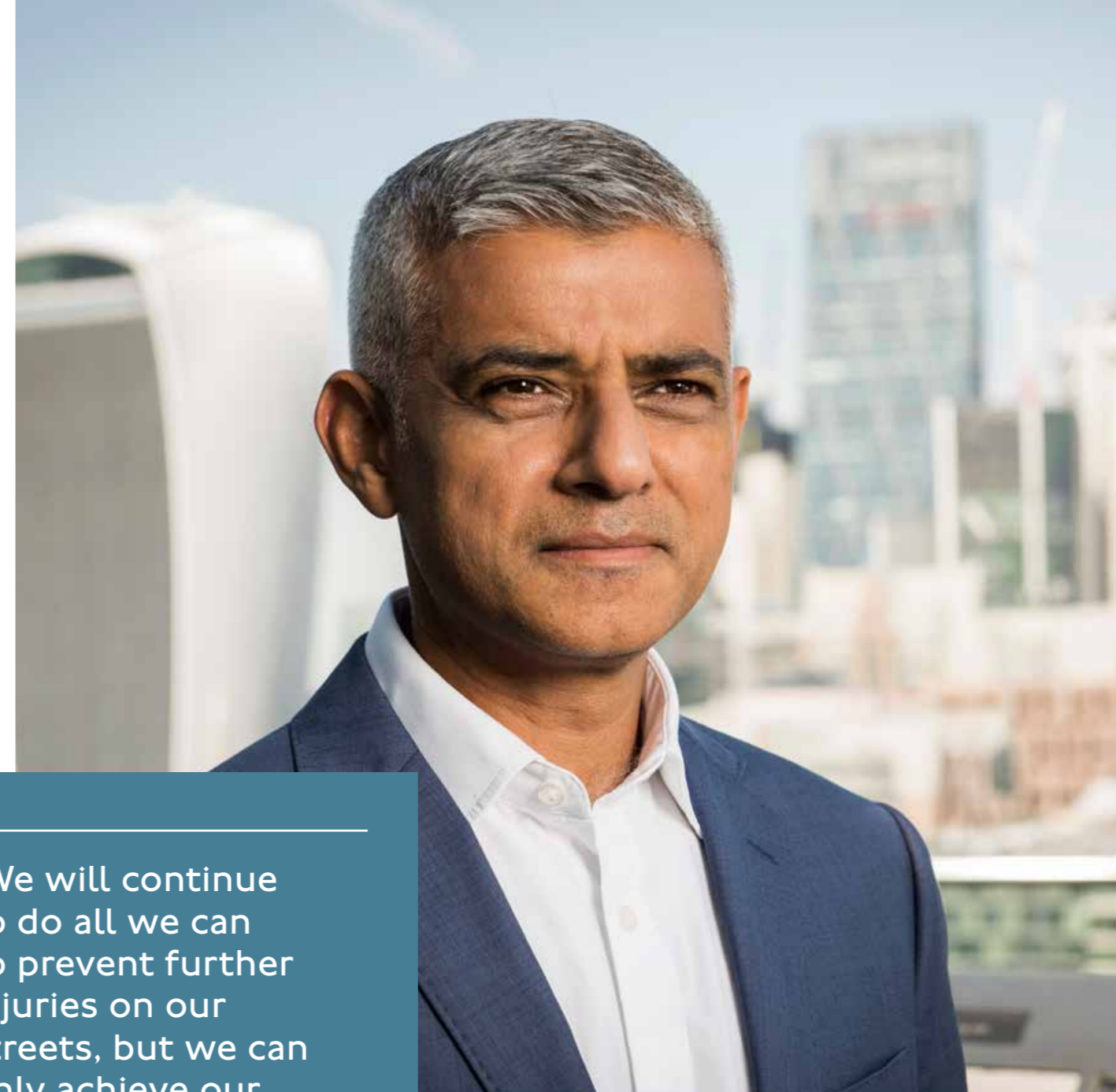
Vision Zero challenges us to think differently about the safety of our streets and how we design our road system. While unintended, road collisions result from choices made by individuals, organisations and society and all too often cause death and serious injury. Our response must be to create a safe road system, with every component working together – safe speeds, safe streets, safe vehicles and safe behaviours – so that we can reduce road danger and protect Londoners from harm.

We have made good progress since we launched London's Vision Zero action plan in 2018. London's world-first Direct Vision Standard, which we introduced to reduce lethal blind spots on lorries, is now being enforced on all roads in London, and TfL's ground-breaking bus safety standard is mandating the latest safety technologies and designs on all new buses. Working in partnership with the boroughs, we have delivered 260km of safer, high-quality cycle routes, improved 43 dangerous junctions, delivered more than 100 Low Traffic Neighbourhoods and introduced 322 School Streets, where roads are closed at certain times to traffic to encourage more children to walk, cycle or scoot to school.

While London has made great strides in reducing road danger and outperformed many other UK cities, our journey to zero is far from complete. Tragically, in 2020, 96 people were killed with 2,974 more seriously injured on London's streets. Those at greatest risk of injury are people walking, cycling or using a motorcycle. We also know that where people live, their age, ethnicity and whether they have a disability will also affect their likelihood of injury. We continue to research how road risk varies for certain groups of Londoners, and we will be publishing our findings in 2022 so that we can work with the boroughs, police and other stakeholders to narrow road traffic injury inequalities.

As lowering speeds remains one of the most important things we can do to reduce road danger, we will be accelerating our 20mph speed limit programme on TfL roads so that by 2024, 220km of TfL roads will have a 20mph speed limit. This will be supported by the Metropolitan Police Service Roads and Transport Policing Command, which will be delivering a significant increase in speed enforcement activity over the next two years. We will also be proposing a joint pilot to Government of a 20mph default speed limit on all residential roads in London.

We must not forget the victims of road traffic collisions, those killed or injured on London's streets and the families who are suffering. In the coming months, we will



'We will continue to do all we can to prevent further injuries on our streets, but we can only achieve our ultimate goal of no deaths or serious injuries through collective action'

Sadiq Khan
Mayor of London

outline how we will improve the quality and breadth of support available to victims of road traffic collisions in London.

We will continue to do all we can to prevent further injuries on our streets, but we can only achieve our ultimate goal of no

deaths or serious injuries through collective action. I will continue to work with TfL, the 32 London boroughs, the City of London, and the police and enforcement authorities to put road danger at the heart of all transport related activity so that London can achieve Vision Zero.

Joint foreword

We will continue to work together as we strive to ensure London's roads are safe for everybody

Every death on our roads is tragic and unacceptable. Road risk blights lives, intimidates communities and infringes individual freedom. We know that road danger, and the fear of road danger, is a huge barrier to people walking and cycling – a safer London is a healthier, more active, greener and cleaner London.

The coronavirus pandemic led to a significant fall in travel on our roads, and as a result, 2020 saw a huge reduction in road deaths and serious injuries. However, in a typical year around 4,000 people will be killed or seriously injured on London's streets. We cannot accept these typical years and ignore the toll of death and serious injury on our roads.

As London recovers from the pandemic, we believe this is the right time for TfL, the Metropolitan Police Service (MPS) and London's boroughs to renew their commitment to place Vision Zero at the heart of what we do.

The MPS Roads and Transport Policing Command, jointly funded by TfL and the MPS, is one of the UK's largest policing commands and is dedicated to ensuring all journeys on the roads and surface transport are safe, secure and reliable. The command has the lead policing responsibility for road danger reduction in London and focuses its efforts on tackling the vehicles, drivers

and road user behaviours that cause the greatest risk on the roads.

Around 70 per cent of deaths and serious injuries in London take place on borough roads, so the strategic partnership between TfL, the police and London's boroughs is the foundation of our approach to achieving Vision Zero.

Boroughs, as the legal Highway Authorities for their streets and with key duties around land use, public health, education and more, have a wide range of powers and are well placed to take action. Combined with their unique relationship with local residents, communities and businesses, boroughs have not just the opportunity but also the insights to respond to the Mayor's Transport Strategy Vision Zero goal in ways that are optimal for the areas they serve.

We applaud the hard work by boroughs over many years to reduce road risk in their areas and to lead the way with key interventions such as area wide 20mph limits and School Streets. The scope of this ambition and the embracing of Vision Zero is very clear in many borough Local Implementation Plans. While each borough is unique, there is a core set of actions pioneered by the most ambitious that all boroughs can take to reduce the impact of road risk and the toll of road deaths and injury to their residents:

- Lowering speed limits to 20mph
- Reducing traffic on local streets for safer, greener roads to protect children and people walking and cycling
- Designing streets with safety in mind, to help everyone get around safely and make active travel attractive
- Promoting and encouraging ways to travel that pose less risk to other people on the roads
- Leading by example in committing to eliminating casualties on our streets, through supply chains and fleets

We are proud of what we have delivered together so far. We must jointly continue to enhance our approach and intensify our efforts to reduce road danger. We are committed to making London's roads safer, supporting London's green recovery and ensuring that TfL, the MPS and all of London's boroughs play a full part in achieving Vision Zero.



Andy Byford
London's Transport Commissioner



Cressida Dick
Commissioner of the
Metropolitan Police Service

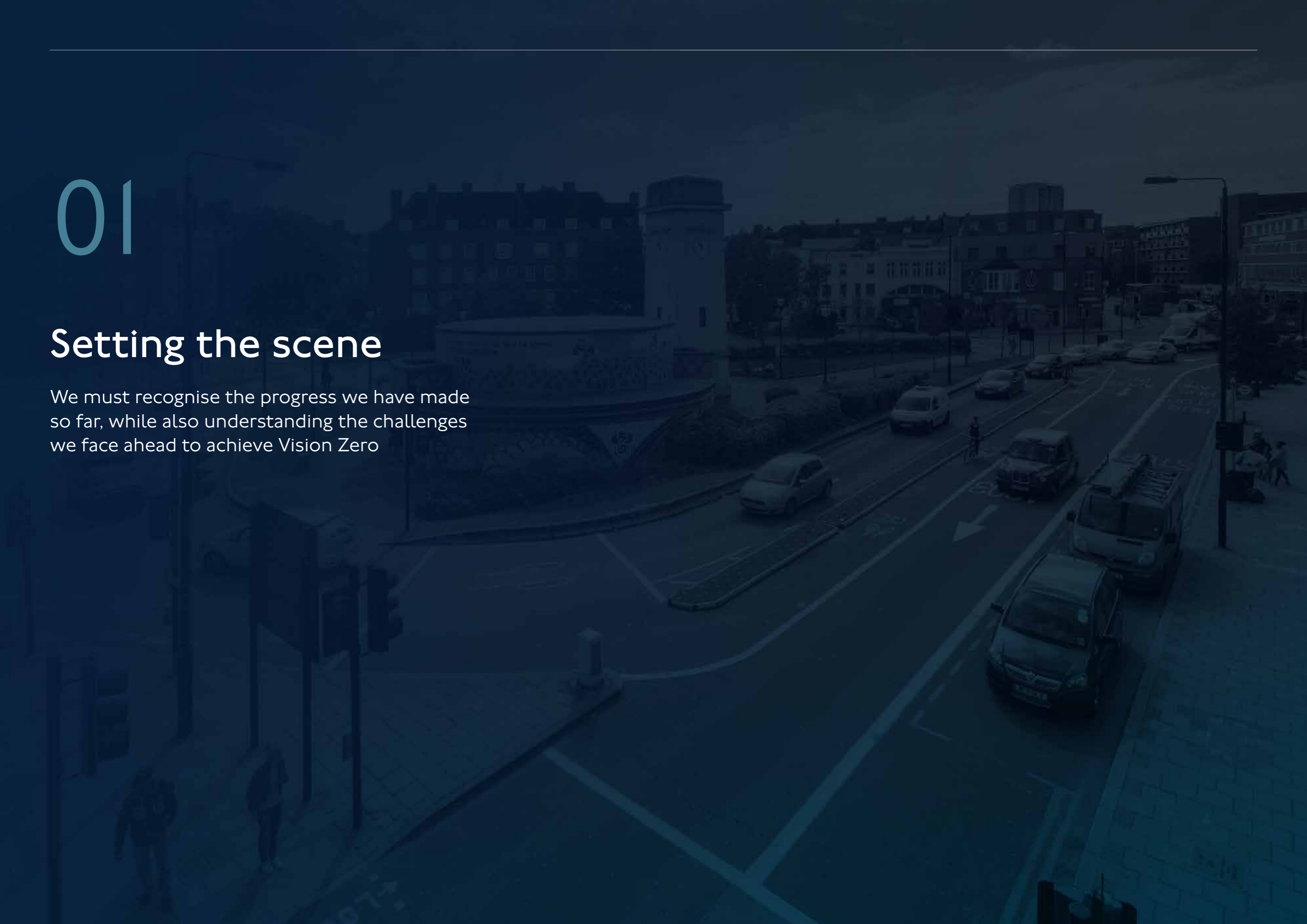


Mayor Philip Glanville
Chair of London Councils Transport
and Environment Committee and
Mayor of the London Borough of Hackney

01

Setting the scene

We must recognise the progress we have made so far, while also understanding the challenges we face ahead to achieve Vision Zero



Introduction

The safety of London’s streets has long been a focus for the London boroughs, the police, TfL and our predecessors

The publication of the Mayor’s Transport Strategy and Vision Zero action plan in 2018 marked a bold commitment to go even further and to aim to eliminate deaths and serious injuries from the transport network. This introduced the Safe Systems framework and set out an ambitious programme of activity reduce road danger.

Three years on, we are halfway through the timespan covered by the action plan. This document supplements the 2018 plan and reaffirms our commitment to Vision Zero, celebrates what has been achieved across London, while also sharing the latest insight and understanding.

Using an evidence-based approach to reduce death and injury generated good progress in a number of areas. For example, the number of people killed on, or by, a London bus has reduced by 77 per cent compared with the 2005-09 baseline.

No death on London’s roads is acceptable or inevitable. Road collisions, while they are unintended, are the result of choices made by individuals, organisations and society. Fear of road danger creates a barrier to active travel and curtails the freedom and choices of millions of Londoners. All too often, collisions result in deaths and serious injuries, which have devastating

effects on families, causing immense grief and changing lives forever. Those who survive collisions may suffer severe and life-changing injuries, as well as lasting emotional trauma.

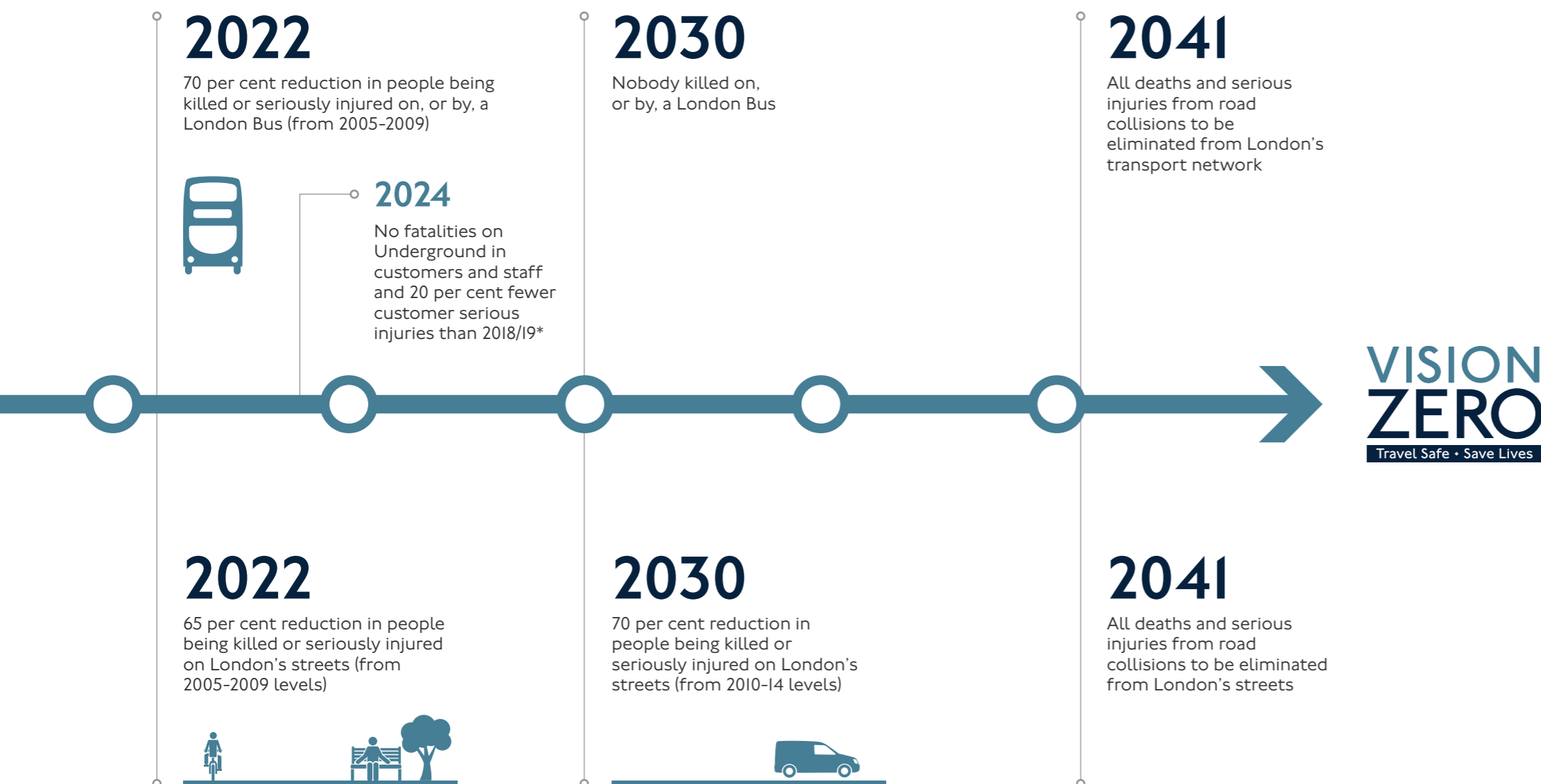
The Mayor’s Vision Zero objective is to reduce road deaths and serious injuries by 65 per cent by 2022, 70 per cent by 2030 and for all deaths and serious injuries from road collisions to be eliminated from London’s streets by 2041. This is the foundation of the city we want to build that is inclusive to all, responds to the climate crisis and is a great place to live. While this is an ambitious goal, we have seen examples that prove it is possible when looking at Oslo and Helsinki’s achievement of zero road deaths in 2019.

Tackling road danger is integral to a Healthy Streets approach. Healthy Streets put human health and experience at the heart of city planning and help people use cars less and walk, cycle and use public transport more. By making our streets human-centred, pleasant, safe and attractive we will create streets where people want to make healthy lifestyle choices, reduce carbon emissions and help clean up London’s air. Each piece of the puzzle helps to enable the other.

The associated benefits of our Vision Zero ambition



Mayoral targets in achieving Vision Zero



We began our Vision Zero journey by focusing on reducing road risk, but our commitment is that nobody should be harmed while travelling on any mode of transport, or while working to deliver transport services in London. That is why we have adopted zero harm for the public and our staff as our ambition for London's roads, public transport, and all of our capital delivery and maintenance works.

All the activity set out in this plan is dependent on continued funding to achieve our long-term vision and enable us to continue to innovate to improve road safety in London and beyond. Following the impact of the pandemic on our income and finances, we are working with Government to seek a stable long-term funding agreement that will support continued investment in reducing road danger.

Zero harm



is our ambition that no customer, staff or supplier should be harmed while travelling or working on our services

Progress so far

The number of people being killed or seriously injured while travelling has fallen, but there is more for us to do

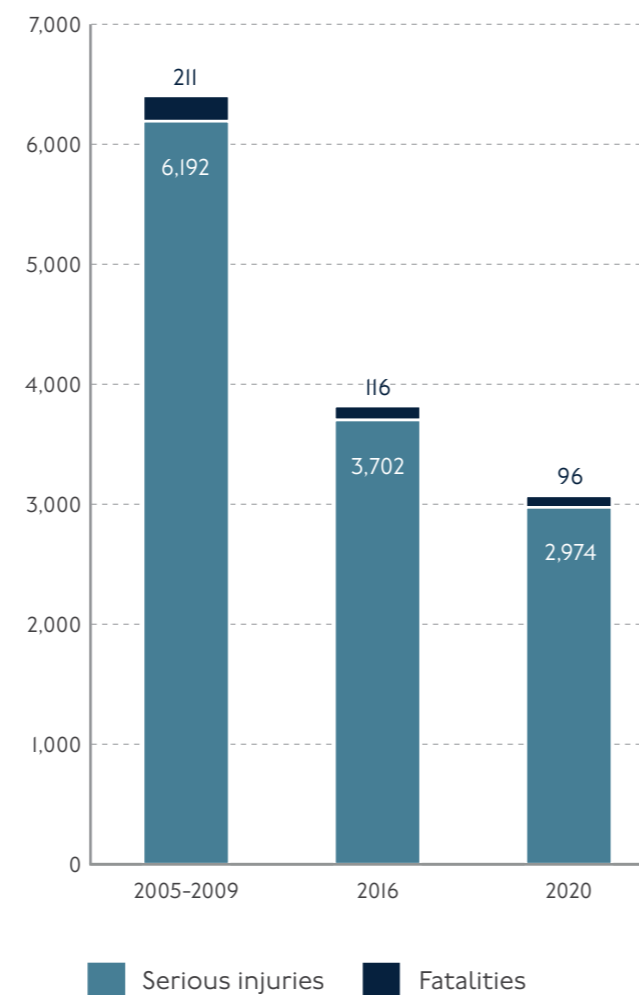
By 2019, London reduced the number of people being killed or seriously injured by 39 per cent against the 2005-09 baseline. In 2020, under pandemic road conditions, this reduction reached 52 per cent.

The reduction in harm is a direct response to the evidence-based approach taken by the London boroughs, police and us to directly tackle the sources of harm to road users. This includes lowering speeds, improving street engineering, targeting enforcement and progressively using technology to make vehicles safer, as well as all the other evidence-based activity outlined in this plan.

The particularly steep reduction in casualties between 2019 and 2020 was largely due to the radical changes in travel patterns caused by the exceptional circumstances of the pandemic.

London has made good progress, especially in reducing harm to children and people travelling by bus. Action on road safety has made London's streets progressively safer for our children. The number of under-16s killed or seriously injured on London's roads dropped by 65 per cent in 2019 against the 2005-09 baseline.

Fatal and serious injuries in London (number of people)*

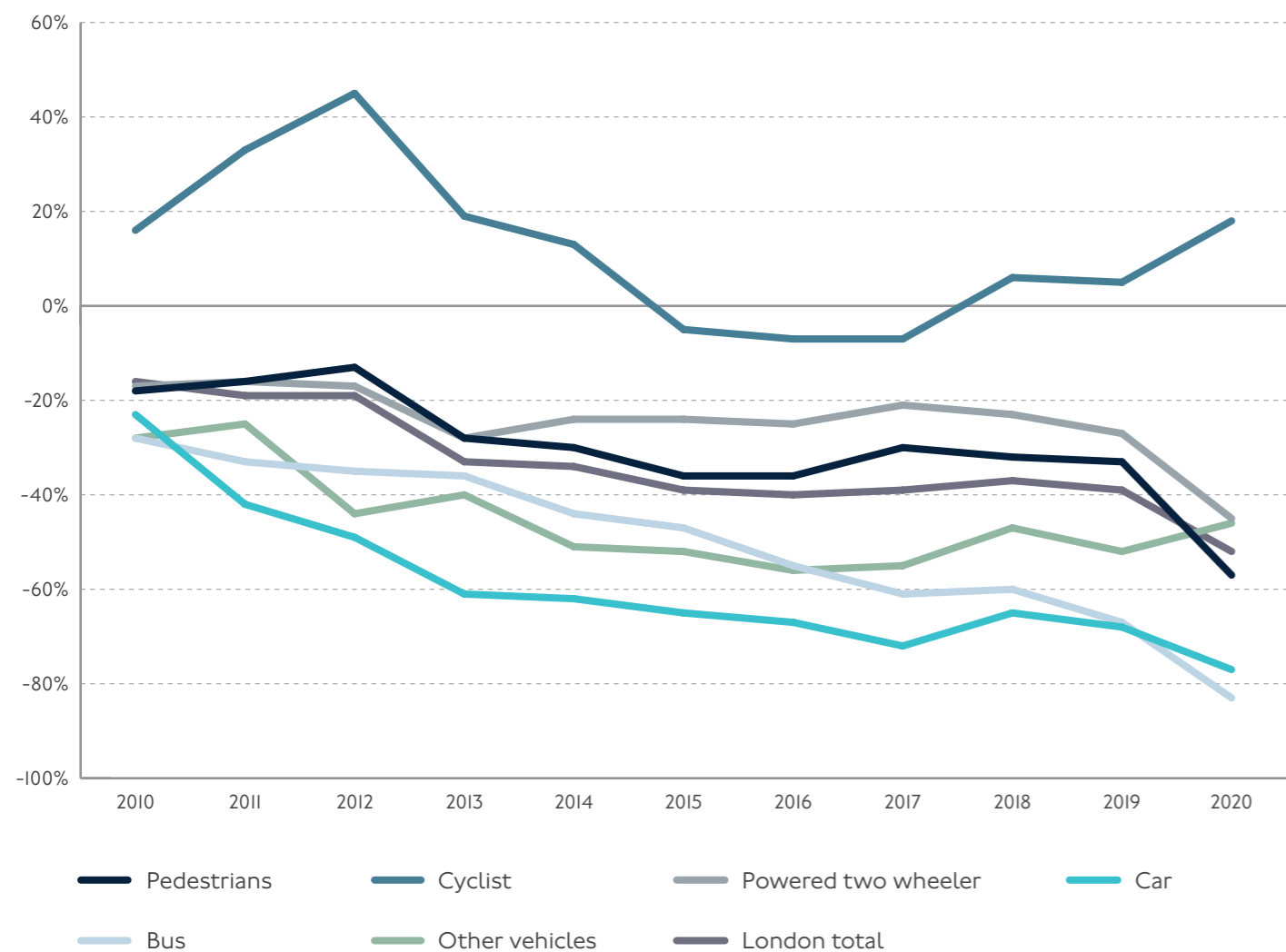


* Data for 2005-09 and 2016 has been backcast for comparison. In 2016, the MPS changed the way it records collision information, which almost doubled the number of serious casualties reported.



We introduced new road layouts in response to the pandemic

Number of people killed or seriously injured against the 2005-09 baseline (absolute number)

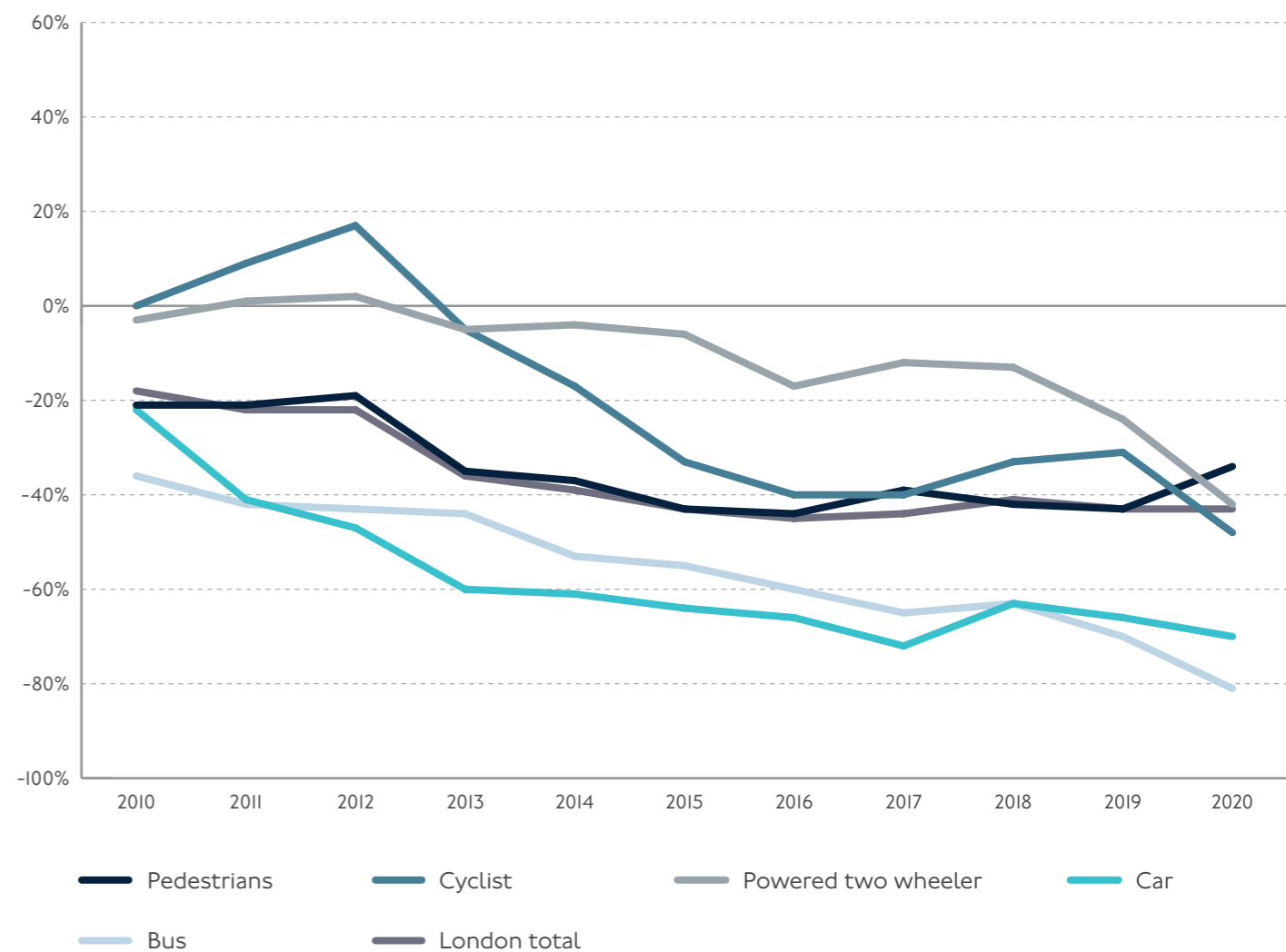


Buses are the safest way to travel on the roads and carry more people than any other public transport mode. Our world-leading Bus Safety Programme is achieving the greatest reduction in people killed or seriously injured per journey of any mode on the roads, with 77 per cent fewer people killed or seriously injured on, or by, a bus than in 2005-09 by the end of 2020. This shows the power of using evidence-

based approaches to pinpoint how we can tackle danger on our roads. However, more progress is needed to make our roads safer, especially for people walking, cycling or riding motorcycles.

London has become safer for people walking and cycling in the past 10 to 15 years. The risk of being killed or seriously injured per journey has fallen for people

Number of people killed or seriously injured against the 2005-09 baseline (rate per million journeys)



walking and cycling. However, we have further to go. Together, people walking, cycling and riding motorcycles account for around 80 per cent of people killed or seriously injured on London's roads.

By 2019, the number of people killed or seriously injured while walking had fallen by a third since the baseline. During the pandemic in 2020, 36 per cent fewer people

were killed or seriously injured while walking than in 2019, with the greatest reducing in central London. This was largely driven by the change in travel patterns during the pandemic, with significant falls in people visiting and walking in the city centre. As we recover, our Streetspace for London schemes are vital to help safeguard everyone using our roads.



We have introduced a range of measures to make cycling safer

Tragically, six people were killed and 862 were seriously injured while cycling in 2020, a 12 per cent increase from 2019. This is largely due to the fact that many more people chose to cycle, and over longer distances, with the Department for Transport (DfT) estimating that cycling kilometres in London increased by 46 per cent during the year.

Although absolute numbers of cyclist casualties have increased, the number of people killed or seriously injured per cycling journey, which is measured as the risk, has fallen by almost a third since the 2005-09 baseline and by 24 per cent between 2019 and 2020. This means that as levels of cycling reached record highs, the risk to people cycling reached a record low. Where those cycle trips replaced journeys that would otherwise have been made by car, risk to other road users was also reduced.

People riding motorcycles, including mopeds and scooters, make up only three per cent of vehicle kilometres, but account for 32 per cent of people killed in London in 2020. There were 31 people killed while riding a motorcycle in 2020, which is the same as in 2019. However, serious injuries fell by a quarter. Someone travelling by motorcycle is 80 times more likely to be killed or seriously injured than someone travelling in a car.

The food delivery industry has more than doubled since the beginning of 2020, which has led to a rise in new registrations of small engine scooters. The increase in people riding for work highlights the need to tackle longstanding poor safety outcomes for people riding motorcycles, but also offers the opportunity to partner with responsible companies to promote safer driving for work.

People from deprived backgrounds are twice as likely to be injured in a road traffic collision as those from the least deprived areas, and Black people are 2.3 times more likely to be killed or seriously injured on London's roads than White people. The risk of children aged from four to 15 and living in deprived areas of being killed or seriously injured for is nearly three times higher than for their peers in the least deprived areas.

While data on disability is not reliably collected in police collision statistics, the National Travel Survey from 2018 reported that disabled pedestrians are four times more likely to be injured by a motor vehicle than non-disabled people. These statistics show the importance of closer scrutiny of the collision data, and the need to use it to guide safety interventions to reduce inequality of road harm.

Understanding the sources of harm

Conflict with faster moving or larger vehicles puts people using London's streets at greatest risk

The reality of large, heavy vehicles mixing with pedestrians and cyclists on London's streets, means that these vehicles pose a particular threat.

We are working to reduce this risk by introducing the Direct Vision Standard, which requires safety features on the vehicles, as well as further work to provide protected street space for people walking and cycling. Enforcement is important here too. London's Freight Enforcement Partnership – a partnership between the MPS, City of London Police, the Driver and Vehicle Standards Agency and us – continues to target and remove the most dangerous freight vehicles from our roads.

People riding motorcycles are disproportionately likely to be involved in a collision that kills or seriously injures someone walking or cycling per journey.

In 2020, cars were involved in 69 per cent of collisions where someone was killed or seriously injured, most of whom were walking, cycling or riding a motorbike, according to a report by Findings journal in 2021. Where measures such as Low Traffic Neighbourhoods have been introduced, road traffic injuries have halved relative

to the rest of London. This shows the importance of measures to reduce the volume of motorised traffic and the dominance of vehicles in areas where people live, work and play.

Human errors and risky behaviours

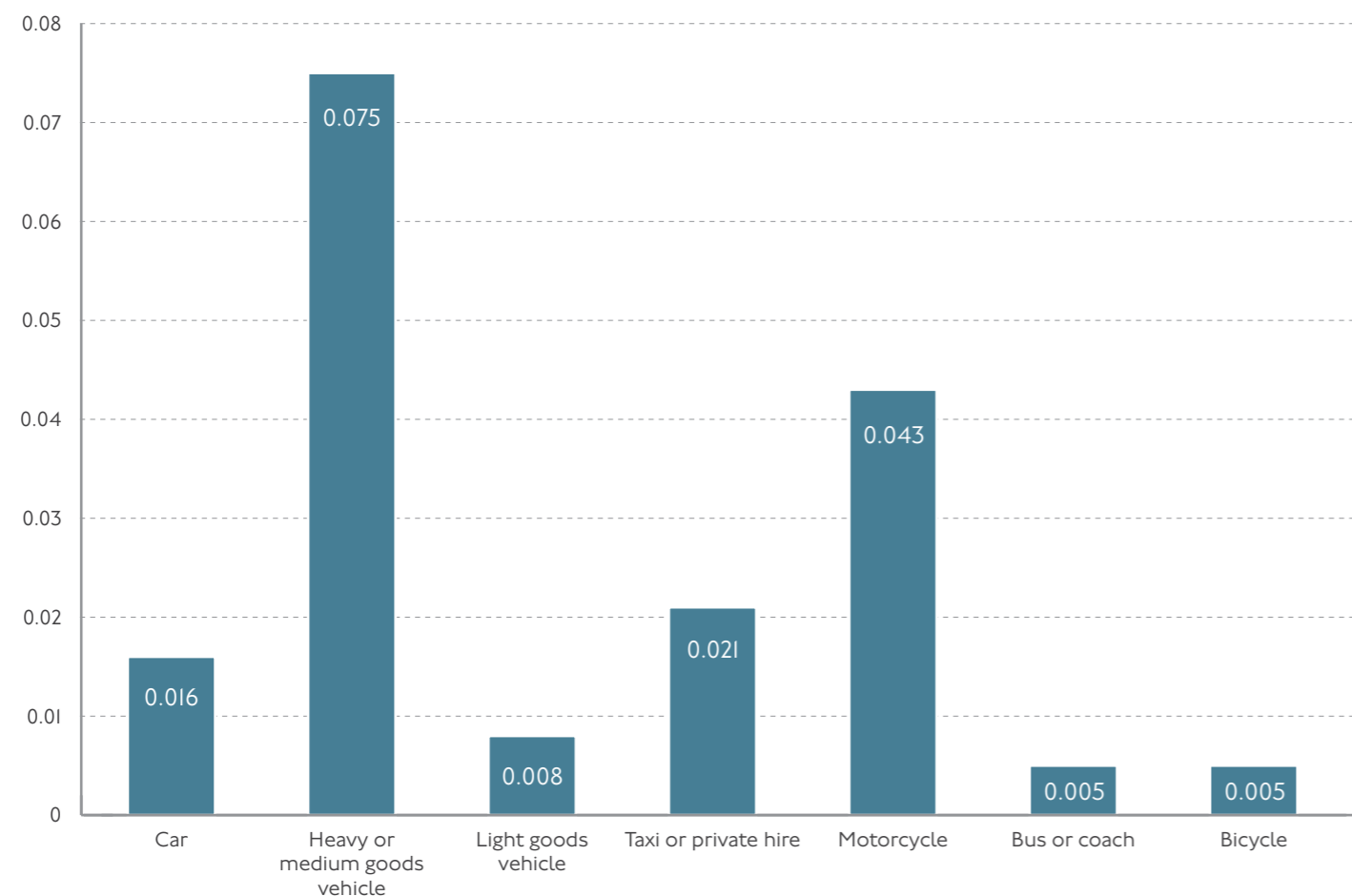
More than 90 per cent of all factors contributing to collisions in London are caused by five behaviours: speed, risky manoeuvres, distraction, drink/drug driving, and vehicle and driver non-compliance. Speed is the single biggest factor in collisions that result in death or serious injury. The police reported speed as a contributory factor in almost half of fatal collisions in 2020.

We need to challenge the acceptability of risk-taking while behind the wheel, with 87 per cent of Londoners believing that collisions on the road are inevitable, not the result of choices people make. This highlights the scale of the challenge we face as a city as we work towards our Vision Zero goal. Key to success will be to widen the understanding of the need for a safer culture of road user behaviour.



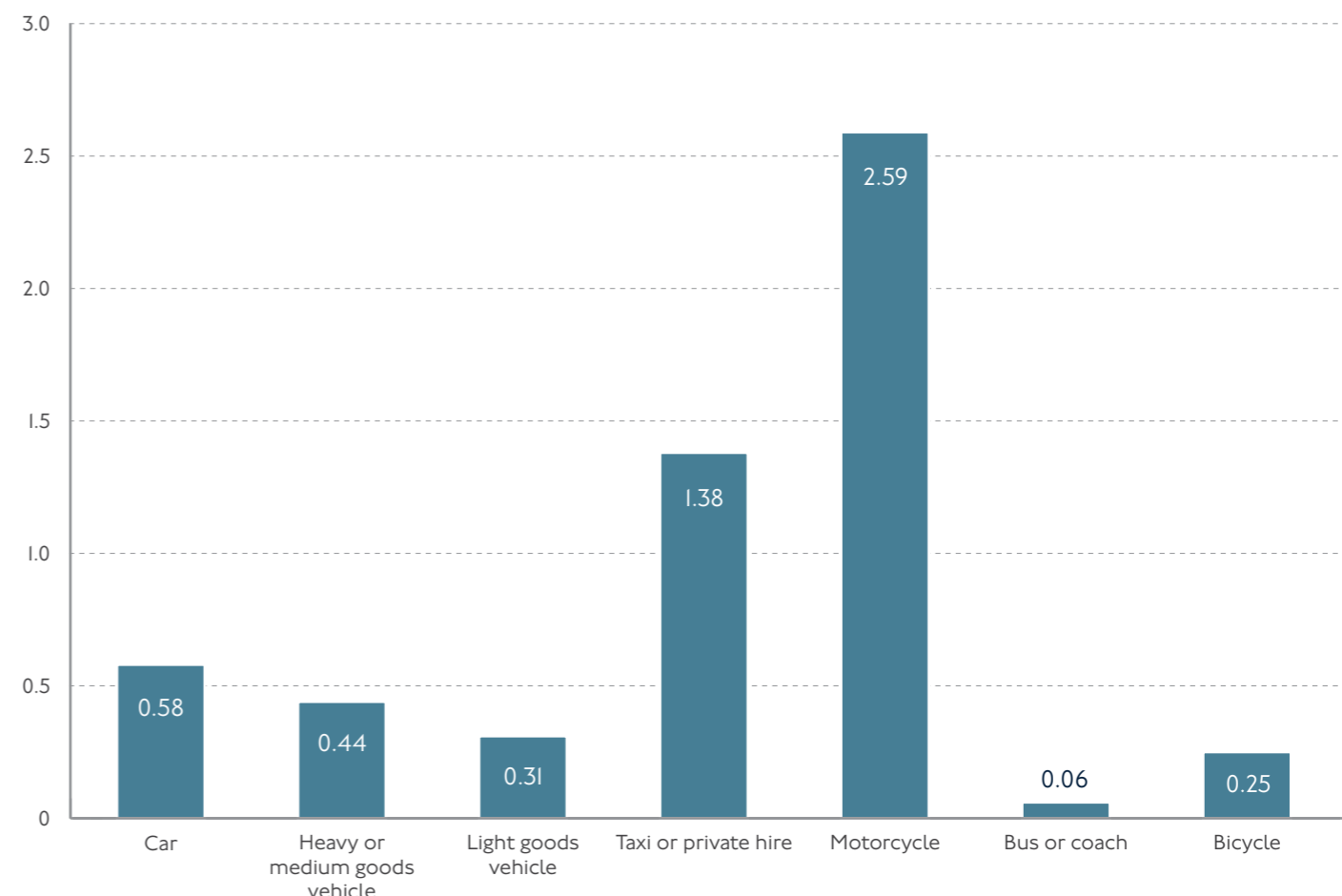
Larger vehicles pose a particular threat to other road users

**Type of vehicle involved in collisions that kill another road user
(Estimated number of deaths per million journeys, 2018-2020)**



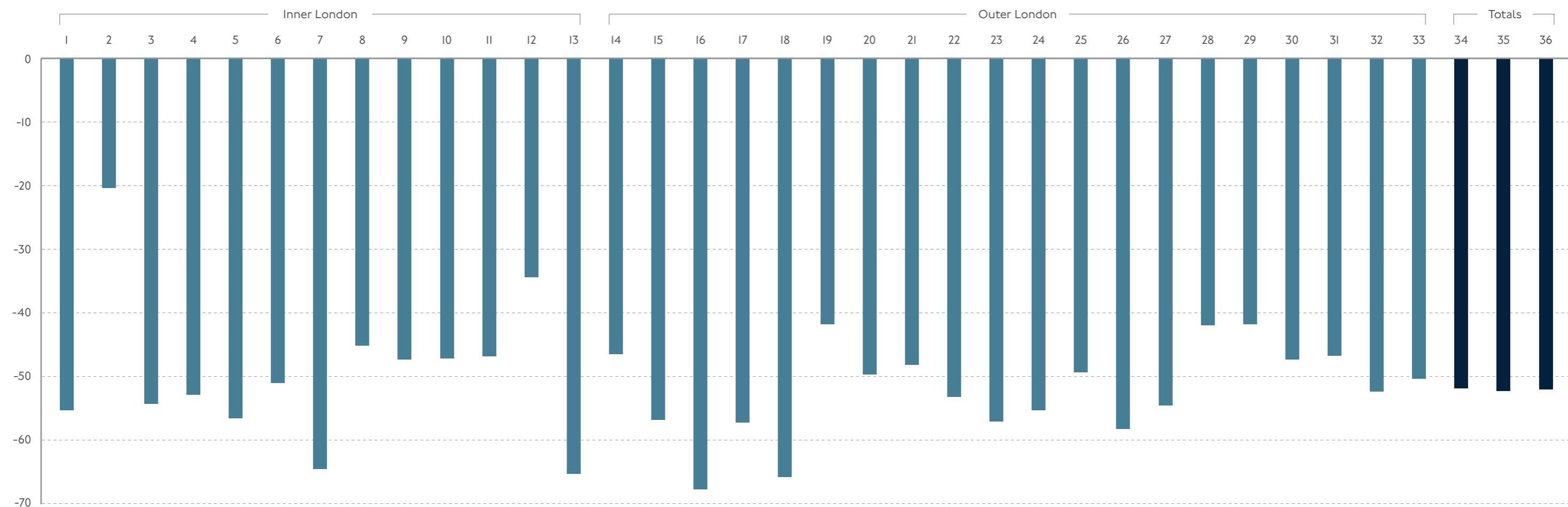
Heavy goods vehicles were involved in 14 per cent of collisions that resulted in a person being killed in 2020, despite making up just three per cent of traffic. The reality of large, heavy vehicles mixing with pedestrians and cyclists on London's streets, means that these vehicles pose a particular threat.

**Type of vehicle involved in collisions that kill or seriously injure another road user
(Estimated number of deaths or serious injuries per million journeys, 2018-2020)**



People riding motorcycles are disproportionately likely to be involved in a collision that kills or seriously injures someone walking or cycling per journey. Between 2019 and 2020, 344 people walking or cycling were killed or seriously injured in a collision involving a motorcycle.

Change in the number of people killed or seriously injured in 2020 compared to the 2005-09 baseline (per cent)



- I. Camden
- II. Tower Hamlets
- 21. Ealing
- 31. Richmond
- 2. City of London
- 12. Wandsworth
- 22. Enfield
- 32. Sutton
- 3. Greenwich
- 13. Westminster
- 23. Haringey
- 33. Waltham Forest
- 4. Hackney
- 14. Barking and Dagenham
- 24. Harrow
- 34. Inner total
- 5. Hammersmith and Fulham
- 15. Barnet
- 25. Havering
- 35. Outer total
- 6. Islington
- 16. Bexley
- 26. Hillingdon
- 36. London
- 7. Kensington & Chelsea
- 17. Brent
- 27. Hounslow
- 8. Lambeth
- 18. Bromley
- 28. Kingston
- 9. Lewisham
- 19. Croydon
- 29. Merton
- 10. Southwark
- 20. Newham
- 30. Redbridge

Emerging road safety trends

Progress in road danger reduction is slowing across many cities around the world. While London reduced the number of people being killed or seriously injured by 21 per cent during 2020 compared to 2019, the longer-term trend shows more modest improvement. Other cities internationally are facing the same challenge. To keep our momentum, it is important for us to respond to new risks.

The volume of motorised traffic in London remains high and is not falling. The number of car journeys was stable between 2018 and 2019. Motorcycle journeys increased by eight per cent between 2018 and 2019 and private hire vehicles almost doubled between 2008/09 and 2019/20. Some of this traffic may be using residential roads that are not designed to carry high volumes. More than 300 neighbourhoods in London recorded at least double the number of walking and cycling casualties, which includes deaths, serious and slight injuries, between 2016 and 2018 compared to 2007-09. More than 30 neighbourhoods recorded at least five times the number of walking and cycling casualties.

Driving for work

People driving for work are involved in 57 per cent of deaths and serious injuries on London's roads, where the journey purpose is known. A significant number of people drive for work, with 6.2 billion goods vehicle miles driven on London's roads in 2020. This does not include mileage by taxis, private hire vehicles, motorcycles or bicycles used for work. The pivot to

online shopping, the growth of the food delivery economy, and the rise in private hire vehicles has all contributed to this. The pandemic led to a 20 to 30 per cent increase in home deliveries. A study by the University of Leeds suggests this trend will persist, with Londoners more likely to continue shopping online than respondents from other cities.

Driving and riding for work involves additional pressures. Fatigue, time pressures and driving or riding on unfamiliar roads all carry with them the potential to increase the risk of a collision. At the same time, driving for work does not experience as much scrutiny or regulation as other aspects of health and safety management, with voluntary initiatives such as the Freight Operator Recognition Scheme and Driving for Better Business filling the legislative gap.

Vehicles driven for work tend to be larger, heavier and have fewer safety features. As online shopping has boomed, so has van traffic, with a 29 per cent increase in vans crossing the London boundary cordon between 2001 and 2019. Many vans are not fitted with the safety technologies as standard that are common in the car fleet, such as autonomous emergency braking, lane keep assist and passenger air bags.

The combination of more journeys for work, pressure on drivers, poor regulation, and higher risk vehicles are a concerning trend. We need to continue to partner with the industry and with Government to address this.



The number of home deliveries increased during the pandemic



Our rental trial is designed to help tackle illegal private e-scooters

Fewer people were killed or seriously injured across all modes in 2020, compared to 2019, except for cyclists and the 'other vehicles' category, which includes e-scooters among other rarer vehicle types.

The number of kilometres cycled has increased and the risk of injury per kilometre has decreased since the baseline. The rise in active travel is a positive development, but until we reduce the number of motorised vehicles colliding with cyclists, the increase in people cycling is likely to lead to an overall increase in cyclist casualties in London.

Increased motorcycle traffic, due in part to the food delivery economy doubling in size between 2019 and 2020, risks leading to more deaths and serious injuries of people riding motorcycles. People using

motorcycles are the most at risk of any mode on London's roads.

Illegal e-scooters

The number of small, lightweight vehicles, such as e-scooters, started to grow before the pandemic, despite being illegal and uninsured for private use on public highways. In 2019, there was the first reported fatality of a person riding an e-scooter, and, as of August 2021, three people have been killed while riding an e-scooter in 2021.

Illegal e-scooter use increased significantly during the pandemic, resulting in an estimated 250 people injured in collisions involving an e-scooter in 2020, compared to 40 people in 2019, an increase of more than 600 per cent. This shows the importance of our e-scooter rental trial, to understand

how these vehicles can be integrated safely into London's roads, and the efforts of the police to crack down on illegal scooters, which are often ridden in dangerous ways and at high speeds. Private e-scooters do not have the same safety measures as those used in our trial. More than 2,500 e-scooters were seized between January and August 2021, with riders receiving fines and points on their licence.

Slow developments in car safety

Advancements in vehicle technology has been slower than anticipated. Available technologies such as Intelligent Speed Assistance, alcolocks and pedestrian Advanced Emergency Braking Systems are often available only in premium vehicles. Although progress has been made, the level of technology adoption in the vehicle fleet has not been as great as expected.

Cars have been getting steadily larger in London, meaning more kinetic energy and greater harm to vulnerable road users involved in collisions. Provisional estimates for 2020 show that around one in five cars involved in collisions were large sports utility vehicles.

Smartphones, driving apps and in-car entertainment systems mean drivers are increasingly at risk of distraction, and phone use underpins much of the delivery economy. Between the baseline and 2020, the proportions of collisions where a driver or rider was using a mobile phone more than doubled, and this is likely to even be an underestimate.

Sources of road danger

All the factors outlined so far show the scale and difficulty of the challenge we face in our goal of achieving Vision Zero

While many of these challenges are new or changing, they do not change our strategic approach. At the core of our strategy is a commitment to tackle road risk at source.

We welcome the Government's support for this approach and the intention to update the Highway Code to include a hierarchy of responsibility that makes it clear that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to other road users.

80%

long-term target for all journeys made by walking, cycling and public transport



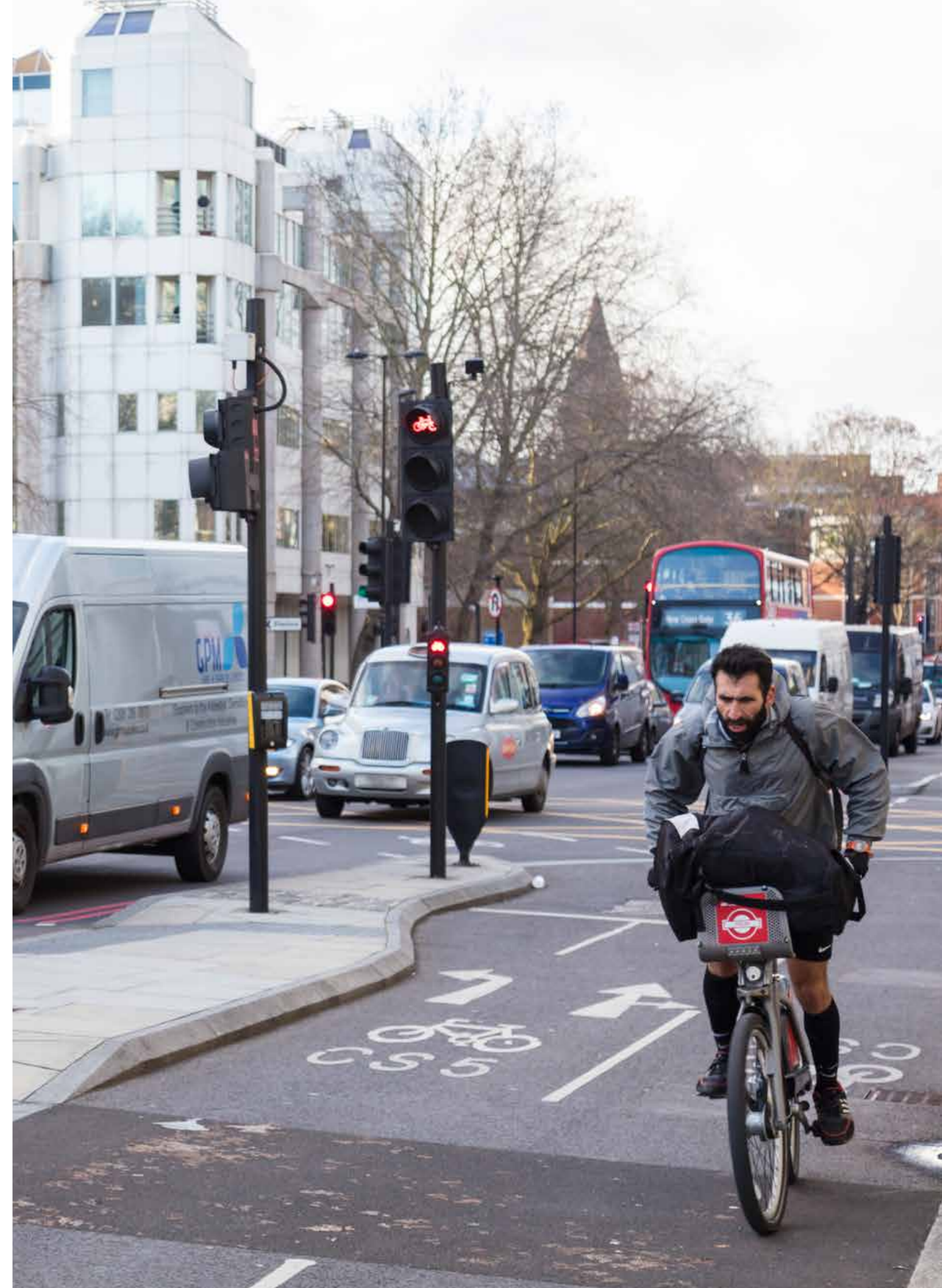
63%

of journeys are currently made by walking, cycling and public transport



In particular, our priorities are:

- Reducing the volume of motorised traffic, particularly in residential areas and where walking and cycling activity is concentrated
- Reducing the likelihood and severity of collisions by lowering vehicle speeds
- Focusing action on the most dangerous locations, particularly junctions
- Reducing the danger posed by the vehicles with the greatest risk
- Reducing dangerous behaviours to better protect people when they are most at risk, such as walking, cycling or riding a motorcycle
- Prioritise road safety investment to help reduce the gap in road safety outcomes in areas of high deprivation, inequality and vulnerability



We are prioritising areas where walking and cycling is concentrated

Delivering and progressing the plan

The Vision Zero action plan describes our Safe System approach to road danger reduction. London is on a journey to reduce reliance on motorised vehicles and to enhance the opportunity to travel by sustainable modes.

We have a long-term target to increase the proportion of journeys made by walking, cycling and public transport to 80 per cent of journeys, from the current rate of around 63 per cent. This shift away from private vehicles to other modes will cut the risk we all face. Where vehicle use is essential, the Safe System approach responds to the risk that those vehicles pose to Londoners.

Safe System approach

The internationally recognised Safe System approach follows these principles:

- People make mistakes, so our transport system needs to accommodate human error and unpredictability
- There are physical limits to the kinetic energy that the human body can tolerate. Our transport system needs to be forgiving, so that the forces involved in a collision are not sufficient to cause fatal or serious injury
- All those with a role in designing, building, operating, managing, enforcing and using our streets have a responsibility to reduce danger



Safe speeds

Lowering traffic speeds where vehicles and people are likely to mix reduces the likelihood and severity of collisions. It also makes our streets less dominated by motor vehicles, more attractive for walking and cycling and reduces noise, pollution and carbon emissions.



Safe streets

Reducing danger at locations where the likelihood of injury is higher than in other places is key to making people feel safe on our streets.



Safe vehicles

Reducing the dominance of vehicles not only means reducing the use of motor vehicles, but also reducing the danger they pose and ensuring they are designed as safely as possible.



Safe behaviours

Encouraging all road users to travel safely and fostering a culture of respect, while at the same time retaining a strong focus on enforcement action against criminal and antisocial road user behaviour.



Post-collision response

Understanding the causes of collisions is fundamental to preventing their reoccurrence. There is strong evidence that reducing motorised traffic, in combination with other safe systems can dramatically reduce risk and casualties.

Delivery in partnership

We will continue to work with our partners, suppliers and Government as we pursue our long-term ambitions

Building the London we all want can only be achieved in partnership. This includes the boroughs, who deliver inspiring and innovative improvements for their communities; the police, with whom we have a unique collaboration to improve the safety and security of London's roads; and businesses and organisations, who shape what we do and help to keep us on track.

140km

of our roads will be considered for lower speed limits



63%

of journeys are currently made by walking, cycling or using public transport



We must work together to ensure our roads are safe for all users



Focus on: An achievable ambition

Oslo and Helsinki are proof of what can be achieved in the pursuit of Vision Zero, with nobody being killed on the roads in either city in 2019. In 2020, no one was killed on the roads in Helsinki, and just one person was killed in Oslo.

Both cities dramatically reduced the number of people killed on their roads by reducing the dominance and speed of motorised traffic.

Oslo has worked towards a 'Car-free City Life' since 2015, disincentivising vehicle

use and encouraging walking, cycling and public transport. To do this, they gradually reduced the number of cars that were driving in the city by lowering speeds, reducing parking, implementing cycle lanes, pedestrian infrastructure, and closing roads to motor traffic.

Helsinki has created positive change by consistently lowering speeds since 1970, and prioritising pedestrians and active travel through transport planning. The city has implemented a wide range of elevated crossings, roundabouts, pedestrian islands,

speed bumps and narrowed roadways to ensure vehicle speeds are low and that people walking, cycling and taking public transport are the focus of safety-conscious road layouts.

London is much bigger, more complex and more diverse than either of these cities, but they provide us valuable lessons on effective road danger reduction and offer the example of what can be achieved with sustained effort and investment.

'London is much bigger, more complex and more diverse than either of these cities, but they provide us valuable lessons on effective road danger reduction'

Lilli Matson
Chief Safety, Health and
Environment Officer

02

Safe speeds

The speed at which a vehicle travels is a major factor in the level of danger it poses to other road users and the occupants themselves





Lowering speeds is essential to achieve Vision Zero

The speed at which people are driving or riding is the single most important determinant of both the likelihood and severity of a collision. Excess speed was a factor in half of fatal collisions in 2020. The faster a person is driving, the less time they have to react to avoid a collision. If a pedestrian is hit by a vehicle at 20mph, they are five times less likely to be killed than if they are hit at 30mph.

Our achievements

Lowering speeds

Nearly half of London's roads now have a 20mph speed limit. Our commitment to lower speeds means we have now reduced the speed limit on all of our roads within the central London Congestion Charging zone to 20mph. We have worked with the boroughs to deliver 20mph speed limits in nine town centres, including Whitechapel, Archway and Brixton, creating calmer, more inviting streets.

The pandemic has significantly disrupted travel patterns making it difficult to measure the direct impact of lower speeds in London over the past 18 months. We will continue to monitor speed compliance and the impact on the numbers of people killed and seriously injured as London recovers.

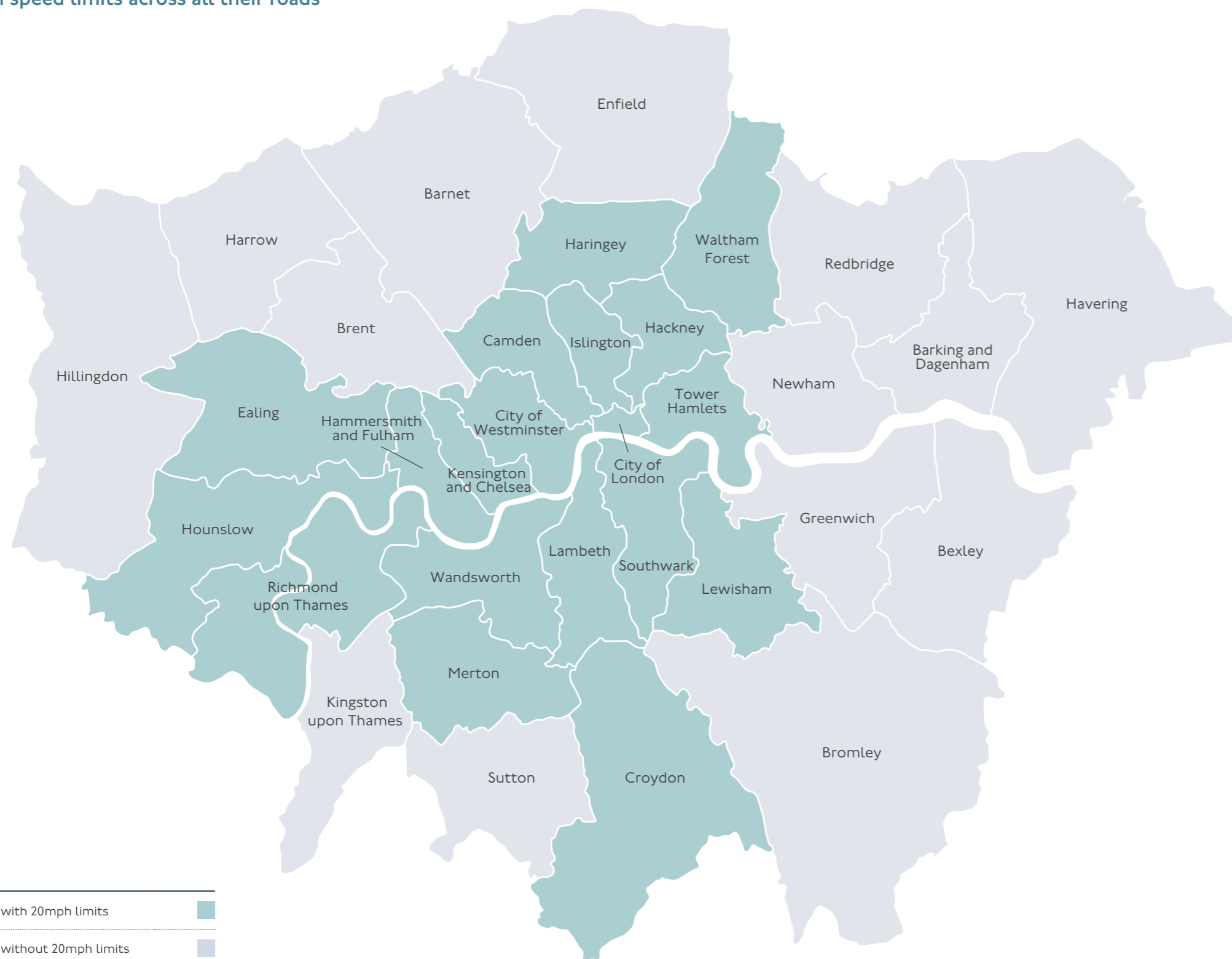
Working with the boroughs and communities

London's boroughs continue to lead the way in reducing speed limits, with Kensington & Chelsea, Westminster and Wandsworth the most recent to bring forward proposals to have 20mph limits on their roads. The City of London and 18 of the 32 boroughs have now committed to implement 20mph across all their roads.



Lower speed limits will help keep all road users safe

Boroughs that have committed to implement 20mph speed limits across all their roads



Key

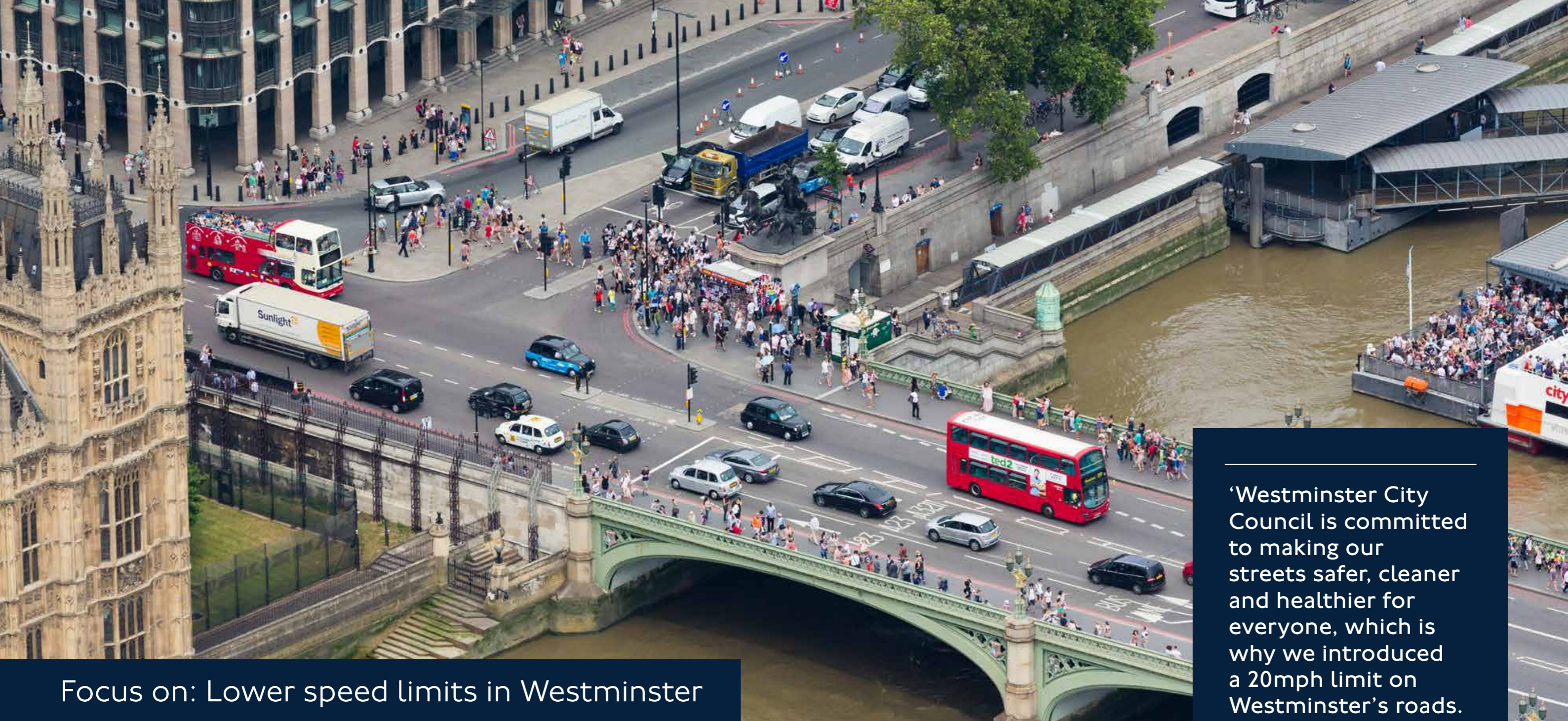
Boroughs with 20mph limits	
Boroughs without 20mph limits	

Reducing speeds and imposing a default 20mph limit is the single most impactful thing we can do to reduce the risk of people being killed and seriously injured on our roads. The TfL Lower Speeds Toolkit is available on our website for anyone seeking to make London's streets safer, healthier and more attractive for walking and cycling.

In 2020, we implemented a process for London Boroughs to request police speed enforcement to deal with issues on local residential roads and community concern. This is in addition to deployments based on data analysis of risk, harm and levels of non-compliance.

19
of the 33 London boroughs now have 20mph limits across their roads

80km
of 20mph speed limits on our roads across London



Focus on: Lower speed limits in Westminster

In March 2020, we introduced 20mph speed limits on all our roads in the central London Congestion Charging zone, completing the first lowering speeds action in the Vision Zero action plan. This is a significant step towards reducing the likelihood of and severity of collisions in London, with nine kilometres of lower speed limits delivered on our roads.

We are working to deliver the next action from the plan by implementing

the Londonwide Lowering Speed Limits programme. This stage looks to reduce the speed limit on a further 140km of our roads by 2024.

Excellent progress has been made to develop the designs for more than 25km of roads and corridors prioritised for 2021/22 delivery. We are developing our plans in close partnership with Westminster Council and its Lowering Speed Limits City of Westminster project. This project will

see 20mph introduced on our remaining roads in Westminster and have a permanent 30mph limit on the A40 Westway.

Other 20mph projects include the A23 corridor in Croydon, A13 corridor in Tower Hamlets, A107 corridor in Hackney and the A10 to A503 corridors in Haringey. Working with the boroughs, we plan to deliver these projects by the end of 2021, with Westminster to follow in early 2022, subject to funding.

‘Westminster City Council is committed to making our streets safer, cleaner and healthier for everyone, which is why we introduced a 20mph limit on Westminster’s roads. Slowing down traffic speed reduces the severity of collisions and makes it safer for people to walk and cycle in the city’

Councillor James Spencer
Cabinet Member for City Management, Westminster City Council



The police provide a highly visible deterrent to prevent speeding

We continue to support community responses to speeding with Community Roadwatch and Junior Roadwatch schemes. Community Roadwatch gives residents the opportunity to work side-by-side with their local police teams and use speed detection equipment to identify speeding vehicles in their communities. Warning letters are issued to speeding drivers and the data informs future police action and deployments. Since its launch in 2017, more than 4,000 sessions have been held and more than 100,000 drivers have been caught speeding. Our research shows that a fifth of Londoners are aware of Community Roadwatch, and more than half of those think it's effective, rising to almost three quarters among those who have children in the household.

Marketing support

In 2019, we launched the 'Watch Your Speed' campaign, which aimed to change drivers speeding habits by making them think about the impact their behaviour has on their passengers, whether they be friends or family. This campaign has been running ever since.

Awareness of our Vision Zero advertising rose from 31 per cent for the previous campaign to 44 per cent for Watch Your Speed. Research showed that the emotional impact of our advertising performed above industry average.

Police support

Enforcement has a critical role in challenging the culture of those drivers who think speeding is a victimless crime. Speed enforcement in London is currently done by the police using a combination of on-street officers, fixed-site digital cameras and mobile speed enforcement vans. Fines from speed enforcement go to the Treasury, while any income from speed awareness courses goes to covering the cost of speed enforcement.

In 2020/21, the MPS enforced more than 280,000 speeding and red light offences through on-street and safety camera enforcement activity. This is an increase of over 60 per cent on 2018/19 when our first Vision Zero action plan was published. Around two thirds of all speed enforcement undertaken by the MPS is in areas with 20mph and 30mph limits.

280,000

speeding and red light offences enforced through on-street and safety camera enforcement activity





Focus on: Lowering speeds outside our schools

The London Borough of Croydon's first Junior Roadwatch session in 2019 saw Year 4, 5 and 6 pupils from Winterbourne Boys' Academy in Thornton Heath set up speed cameras near their school.

Junior Roadwatch is a road danger reduction education scheme and it is run as a joint initiative between the MPS, London's boroughs and us.

As part of the scheme, primary school children are given the opportunity to take part in speed awareness sessions with police officers from the RTPC to educate drivers about the dangers of speeding near their school.

If a motorist is caught driving too fast, the police run checks to make sure there are no other issues with the vehicle or driver before council officers explain they either face a fine and three penalty points on their licence or talk to the pupils. The 10 and 11-year-old children asked the drivers if they realise the consequences of speeding and other relevant questions to highlight the danger of speeding.

Working with school children and the police, the council was able to make a real difference by explaining the human impact speeding can have on communities.

The pupils monitored speeds around Melfort Road, with pupils from Winterbourne Junior Girls' School doing the same exercise the next day. Over the two days, 28 drivers were stopped for speeding and all of them chose to speak to the children instead of other enforcement activity. The average speed for both days was around 30mph, but the speed limit on the road is 20mph.

So far six schools across the borough have taken part in the scheme with more schools waiting to participate.

'We are here to ask questions to the drivers, like why they are speeding near our school. If you speed you could kill someone. If a pedestrian is hit by a car at 20 miles per hour they are about five times more likely to survive than if they're hit at 30 miles per hour'

Shania Falaiye
Pupil at Winterbourne Junior Girls' School

Future work

Challenging the culture of speeding

While the MPS does more speed enforcement than any other police force in the country, we need to go further. Speed is the single biggest contributory factor in fatal collisions in the Capital and levels of non-compliance remain too high. Local authorities, local communities and vulnerable road user groups are calling on the police and us to do more.

We are working to increase our capacity to enforce speed limits to provide an effective deterrent to those drivers that think they can speed and get away with it. We are harnessing new approaches and technology to enable our enforcement to be more effective and targeted. We prioritise enforcement in the areas where non-compliance, risk and harm are greatest, and on the drivers that pose the highest risk. Our expanding enforcement capability will enable us to respond more effectively to local community concerns and emerging problems, and support the rollout of lower speed limits as part of an effective speed management approach.

In our Vision Zero action plan, we committed to expanding London's safety camera network as part of efforts to reduce speed and speed-related collisions. It remains our intention to increase the number of locations where speeding can be detected through additional digital cameras whether fixed or redeployable. We are carrying out the essential preparatory work for this before rolling out to new sites, based on a new prioritisation methodology agreed with the London Boroughs. This

includes implementing offence processing technology, recruiting enforcement staff, and exploring new camera technology to ensure we are investing in the best and most cost-effective systems for the future.

The following actions continue on from our Vision Zero action plan, where we set out 17 actions:

Action 18

We will challenge the culture around speeding in London by:

- Significantly enhancing police capacity to enforce up to one million offences per year by 2024/25 by drivers who continue to speed
- Implementing new safety camera technology that will enable the police to take action against high-risk speeders, regardless of which camera has captured the speeding offence, once approved by the Home Office. Approval is expected by the end of 2021/22
- Launch five new mobile safety cameras by the end of 2021, operated by a team of Roads Policing police community support officers, to target enforcement in areas of local concern

Reducing speed limits on more of our roads

There are now 80km of 20mph speed limits on our roads, up from 35km in 2016. By 2024, 220km of TfL road will have a 20mph speed limit on it.

We will look at lowering speeds on a further 140km of our road network in inner and outer London, including on the inner ring road, high-risk roads and roads in town centres. This might mean speeds will be lowered along some roads from 50mph to 40mph, or from 40mph to 30mph

Action 19

Accelerate the roll out of lower speed limits across a further 140km of our road network by 2024, to reduce the likelihood and severity of collisions.

New actions

Further enhancing speed enforcement capability

The joint funding between the MPS and us provides the largest roads policing capability in the country through the MPS Roads and Transport Policing Command (RTPC). The Command's police community support officers (PCSO) play a significant role in reducing road danger. There is more they, and other PCSOs, could do to tackle speeding if they had the powers to stop and deal with speeding drivers at the roadside. The designation of police constable traffic enforcement powers to PCSOs has been proven to work in other areas, such as Lincolnshire, and we are confident would be successful in London too.

Action 20

The MPS will designate police constable traffic enforcement powers to police community support officers so they can stop speeding vehicles and take enforcement action against drivers. Beginning in 2022, powers and training will be rolled out in a phased approach beginning with 400 PCSOs in the RTPC.

Working with Government to change the default speed limit in urban areas

We believe there is a case for the national default speed limit on urban and residential roads to be 20mph and we will seek to work with the DfT and London's boroughs to investigate plans that would see us follow the lead of the Welsh and Scottish Governments in enacting this legislation.

A lower default urban speed limit would spread the benefits of 20mph limits to all communities, making it simpler for drivers to understand and comply with the law. It would also save significant amounts of public money that would otherwise be required to make traffic orders, sign 20mph speed limits and install the necessary speed compliance measures.

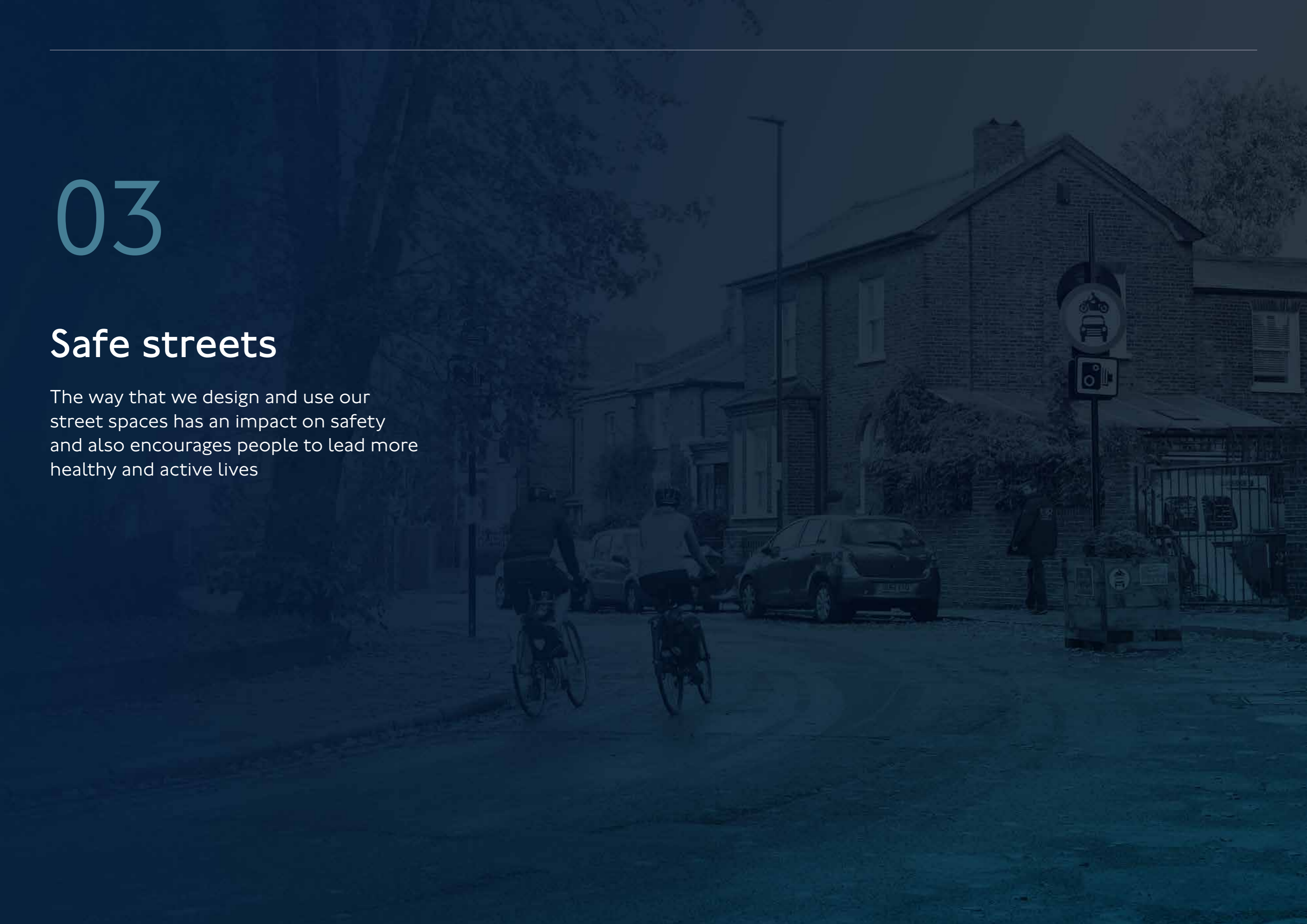
Action 21

Work with Government to propose 20mph as the default speed for urban and all residential roads.

03

Safe streets

The way that we design and use our street spaces has an impact on safety and also encourages people to lead more healthy and active lives





Creating healthy, safe and liveable streets that work for all Londoners

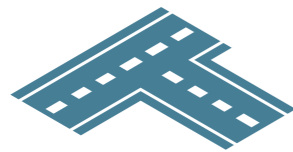
Designing an environment that is forgiving of mistakes and reducing danger where the likelihood of injury is higher is key to achieving Vision Zero. Safer streets are at the heart of our Healthy Streets Approach, which is an evidence-led and proactive approach to planning schemes, using analysis of road risk to target and prioritise locations.

Delivering Vision Zero and Healthy Streets will also help tackle London's deep inequalities. Younger people and people from Black, Asian, and minority ethnic backgrounds are more likely to walk for part of their journeys, and safety concerns about cycling are felt more acutely by women and people from Black, Asian, and minority ethnic backgrounds.

Following the impact of the pandemic on our income and finances, we are working with Government to seek a stable long-term funding agreement that will support continued investment in Healthy Streets.

43

dangerous junctions improved through the Safer Junctions programme



Our achievements

Over the past few years, we have worked closely with the London boroughs to deliver a range of ambitious schemes, creating more attractive and less traffic-dominated streets across the Capital. Delivering Healthy Streets continues to be a core priority for us, including rolling out 20mph speed limits and pedestrian crossings as part of new schemes, and allocating more road space for people walking, cycling and using public transport.

Safer Junctions

The Safer Junctions programme has already improved 43 dangerous junctions in London, where the greatest numbers of people have been killed or injured while walking, cycling or riding motorcycles. These schemes have helped to reduce collisions by 23 per cent overall, and by 30 per cent for vulnerable road users up to December 2020, according to data taken over a period of 18 months. The number of injuries of all severities to people motorcycling fell by an average of 18 per cent across our completed projects.



We are encouraging people to walk more by making streets safer

There are 30 junctions remaining in the programme and we will deliver improvements at three further junctions by 2022. These include Battersea Bridge/Cheyne Walk, York Road Roundabout, and Holloway Road/Drayton Park. The latter will include nine new or improved pedestrian crossings along Holloway Road, in addition to improvements at the junction itself.

Our ambitious plans to transform the northern and southern roundabouts at Lambeth Bridge, to improve safety for pedestrians and cyclists, are well advanced. This project includes improvements to the Safer Junction location at Millbank. If funding is approved – and there are no unforeseen delays – we plan to start construction in late 2023 and finish in 2025.

The three Safer Junction locations on the Bishopsgate corridor have been improved following temporary Streetspace for London measures, as a direct response to the pandemic, with reduced levels of motor traffic in the busiest hours. Traffic restrictions have created a calmer, safer environment for people walking and cycling, as well as improving bus journey times along the corridor. We will monitor the scheme and review these three locations to see if any further work is needed to make them even safer for walking and cycling.

Subject to necessary funding, we propose to engage or consult on 10 further Safer Junctions schemes by 2024, progressing these to delivery, depending on the outcome of this engagement.

The Safer Streets infrastructure programme is not limited to the Safer Junctions list. Working with the boroughs, we continually review locations across the network to assess changing levels of risk for vulnerable road users, with an annual programme of low-cost, high-impact improvements targeted to reduce road danger.

Together with our borough partners, we have removed barriers to walking and cycling at junctions through the delivery of new, safer pedestrian crossings and protected cycle facilities at junctions on cycle routes. Over the last five years, we have introduced around 15 new or improved pedestrian crossings on our roads, with many more being achieved on local roads through borough-delivered Local Implementation Plans.

Under the Healthy Streets Approach, we have been proactively using existing traffic signals to more effectively, and safely, support pedestrian movement. This includes reducing pedestrian wait times at crossings where we know people are moving most, such as near schools, shopping centres and transport hubs, and prioritising pedestrians through new innovative technology such as Green Person Authority where crossings' default setting is green for pedestrians. In 2019/20, these initiatives saved more than 2,300 hours for pedestrians every day. Every year, we review signal timings at more than 1,200 locations across London with the aim of making it easier for people walking, taking the bus and cycling to get around.

Action 22

Keep Londoners safe and continue to drive down the number of deaths and serious injuries:

- Continue to deliver improvements to Safer Junctions, as well as at other high-risk locations on the network
- Deliver a prioritised programme of new pedestrian crossings, including at high risk junctions where there are none currently

Expanding the cycle network

Between 2016 and early 2020, we have worked with the boroughs to treble the amount of protected space for cycling and deliver an extensive network of routes on quieter streets.

Since March 2020, as part of the Streetspace for London programme in our response to the pandemic, we have delivered a further 100km of new or upgraded cycle routes, some of it through temporary infrastructure. About 22 per cent of Londoners now live within 400 metres of London's high-quality cycle network, up from five per cent in 2016.

Expanding the cycle network with high-quality routes plays a critical role in reducing real and perceived road danger. Following the delivery of Cycleway 4 in 2020, our customer research shows that 98 per cent of people using the route felt safe all or most of the time, and 95 per cent of users said they felt safer since the Cycleway was constructed.

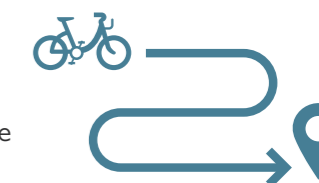
Although it cannot be solely attributed to new infrastructure, monitoring carried out in Autumn 2020 showed a seven per cent increase in cycling in inner London and a 22 per cent increase in outer London, compared to spring 2019.

Action 23

Continue to expand London's Cycleway network, so that more people have access to the network of signed, high-quality cycle routes. Work with boroughs to target interventions to encourage more cycling activity by underrepresented groups.

260km

of new or upgraded cycle infrastructure since 2016





Some roads can be closed to vehicles to encourage active travel

Low Traffic Neighbourhoods

Since March 2020, we have worked with the boroughs to roll out more than 100 Low Traffic Neighbourhoods (LTNs), which are networks of local roads, often bounded by main roads, with restrictions to reduce through traffic. In addition to enabling social distancing, safer active travel and reducing road risk, LTNs help address the exposure of residents to air pollution. We used areas of deprivation as one of the criteria in selecting locations.

London's LTNs implemented between March and September 2020 saw road traffic injuries halve, compared with the rest of London, with no change in the number of injuries on boundary roads. There was a particularly steep decline, both in absolute and relative injury risk, for people walking, with an 85 per cent reduction in absolute injuries, according to a report by Findings journal in 2021. This step change in safety performance in LTNs was significantly greater than the London average over the same period.

LTNs are a low-cost and effective way of reducing road risk across large areas and creating better environments for walking and cycling.

100

LTNs in place, which halve road traffic injuries



School Streets

The boroughs and TfL are introducing School Streets, which restrict access to motor traffic at drop-off and pick-up times around schools. These are designed to encourage active travel journeys to and from school, enabling social distancing and reducing road danger.

School Streets improve the perception of safety outside schools and have proven to reduce nitrogen dioxide by up to 23 per cent during morning drop offs, according to an air quality study by the GLA in 2021. Under the Streetspace for London programme, 322 School Streets have been delivered across the London boroughs. We will continue to support their delivery, share best practice and help transition them from temporary to permanent schemes where appropriate.

In response to the Mayor's manifesto commitment to support the innovative use of timed changes to streets, we are developing a toolkit for boroughs to showcase best practise examples of timed street closures. This will include School Streets and other schemes such as Play Streets and Summer Streets.

322

School Streets have been delivered across all the London boroughs





Focus on: Low Traffic Neighbourhoods in Islington

In July 2020, the Borough of Islington installed measures in the St Peter's area to create a people-friendly streets neighbourhood, such as bollards and smart cameras, to prevent traffic from cutting through local streets from one main road to the next.

The measures included relocating an existing bus gate and installing a new camera-controlled traffic filter at Coleman

Fields. We also removed width restrictions on Prebend Street and converted 12 metres of parking bays into a loading bay for local businesses, which will be operational between 08:30 and 18:30 on weekdays and 08:30 and 13:30 on Saturdays. The bay will be available for residents and visitors parking outside these hours.

This LTN was created using an Experimental Traffic Order, which can only stay in force

for up to 18 months. For each people-friendly streets trial, the borough will ask residents for their views on whether the LTN should be made permanent at the end of the trial period. Since the introduction of the people-friendly streets scheme in the St Peter's neighbourhood, traffic has reduced by an average of 56 per cent, with average vehicle speeds falling by nine per cent and the number of vehicles speeding falling by 78 per cent.

'We all have a role to play in tackling the climate emergency, and our people-friendly streets neighbourhoods are a key part of our efforts to create a cleaner, greener and healthier Islington together. By reducing traffic within the neighbourhood, the trial has helped create streets that are better suited to walking, cycling and using buggies and wheelchairs.'

Councillor Rowena Champion
Islington Council's Executive
Member for Environment
and Transport

Future work

Working with the boroughs

Boroughs are responsible for 95 per cent of London's road network, and we are working with them to deliver safer streets through their Local Implementation Plans. We are asking boroughs to consider measures such as those already discussed to:

- Reduce traffic on local streets to create safer, greener roads with cleaner air to support an increase in people, especially children, walking and cycling
- Design streets that help everyone to get around safely and make active travel options attractive
- Promote and encourage ways to travel that pose less risk to other people on the roads, such as walking, cycling and using public transport

We also continue to work with boroughs to expand the high-quality cycle network to reach more Londoners, working towards the Mayor's ambition for the network to reach a third of all Londoners by 2025. This includes delivering 30km of new or upgraded cycle routes in 2021/22, building on the recent expansion of the network through the Streetspace for London programme. In supporting London's recovery from the pandemic, together with London boroughs, we will also consider whether temporary cycling and social distancing schemes introduced in 2020 should be retained, amended or removed.

The development and construction of rapid, and in some cases, innovative infrastructure has led to some concern. As part of our Inclusive Streets Engagement Programme, we discussed key issues and solutions with older and disabled people and cycling groups. We will ensure their needs are fully understood and integrated into our street designs. We are also committed to ensuring that Equality Impact Assessments are conducted for all projects to ensure a robust and well-considered inclusive design approach.

Action 24

Work with the boroughs to implement measures to reduce through-traffic from residential roads, to improve safety, air quality, and reduce noise pollution.

New actions

Prioritising interventions by deprivation and road risk

We are asking the boroughs to prioritise areas with the highest deprivation when delivering their Local Implementation Plans, and we are using a similar approach to prioritising our own investment in Healthy Streets. Our investment in 2021/22 has been informed by metrics including road risk, indices of deprivation and poor air quality, and we will continue to use these factors to identify and prioritise Healthy Streets schemes.

We are also working with boroughs to share data and research findings that will help to strengthen our work on deprivation as part of a collaborative approach to closing the gap on inequality.

Improving safety for people using motorcycles

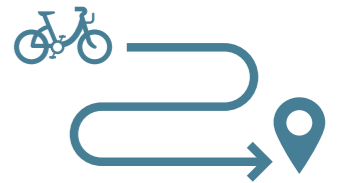
Motorcycles are heavy vehicles with little to no protection for the rider, capable of very high speeds. This makes them, like pedal cycles, very vulnerable to defects in the road surface and anything that obscures the view of drivers and riders turning at junctions.

Action 25

Ensure design guidance for motorcyclists reflects current best practice and targets the most common causes of motorcycle collisions on the network. Develop and pilot a motorcycle safety review tool, tested with stakeholders, to improve safety on corridors with the highest harm.

30km

of new or upgraded cycle routes will be delivered in 2020/21



28,045

new on-street cycle parking spaces delivered

04

Safe vehicles

All vehicles using London's roads must have safety at the forefront of their design, from improving the driver's vision to using the latest technology





Ensuring the vehicles on our streets are as safe as they can be through design and innovation

Vehicles have become much safer for people travelling in them over the last decade, with a 77 per cent drop in deaths and injury for those driving and travelling in cars since the 2005-09 baseline. However, the same progress has not been made for people outside the vehicle.

Horizon scanning research tells us that if every existing and proven technology and safety feature were to be adopted by all vehicles overnight, by 2041 more than 7,500 serious injuries and more than 150 fatalities could be avoided in London alone. Of all these technologies, Intelligent Speed Assistance will have the greatest impact.

Our achievements

Direct Vision Standard

The Direct Vision Standard for heavy goods vehicles (HGVs), is a world-first, industry leading lorry safety permit scheme, applicable to freight operators in London. It measures the driver's direct field of vision from their cab and rates it from zero to five stars, with those rated zero having to retrofit additional safety features to enhance the drivers view of hazards in an urban setting.

The permit scheme applies to HGVs weighing more than 12 tonnes. The primary method of enforcement is by Automatic Number Plate Recognition, which checks whether vehicles entering London have the correct permits. This is supplemented by operations officers who work closely with policing partners and monitor whether the conditions of the permit are being met.

Working closely with the City of London Police and the MPS, we formed the London Freight Enforcement Partnership in October 2015. This is the first multi-agency unit doing targeted checks on dangerously non-compliant vehicles and drivers in London. By helping to tackle the disproportionate risk posed by HGVs, giving out fixed penalty notices and stopping vehicles with mechanical problems, we have made London's roads safer.

Since enforcement started in March 2021, more than 40,000 zero-rated HGVs have now had safe systems fitted, improving protection for vulnerable road users and saving lives.



Our world-first Direct Vision Standard is making HGVs safer

Standards will tighten further in 2024, with the introduction of three stars as the minimum standard for operating in Greater London. This will deliver safer lorries not only in London, but through supply chains across the country. HGVs that cannot meet the three star standard by design will have to retrofit a Progressive Safe System, which will match the vision of a three star rated HGV, giving the driver better sight of vulnerable road users and other hazards.

The ground-breaking evidence, based on extensive research we commissioned, has informed safety requirements at European level, ensuring that more locations will benefit from safer vehicles. Other major cities are very interested in DVS and discussions are being held about potential implementation within their metropolitan areas, further publicising the scheme for worldwide adoption.

Bus Safety Standard

Our Bus Safety Standard has helped make buses the safest way to travel by road in London. By 2020, 77 per cent fewer people were killed or seriously injured on, or by, a bus than during the 2005-09 baseline. The standard was based on extensive research and closely matched targeted action with the evidence of key risks.

The Bus Safety Standard applies to all new vehicles entering the London bus fleet, which is up to 700 vehicles per year, with more than 525 currently in service that meet the standard. The majority of these buses meet the requirements of the 2019 standard and the first buses achieving our enhanced 2021 standard entered service during summer 2021.

The 2019 Bus Safety Standard introduced new features that are now a standard requirement on all new buses, such as Intelligent Speed Assistance, acoustic vehicle alerting systems for quiet running vehicles, non-slip flooring to reduce passenger slips, trips and falls, pedal indicator lights to reduce incidences of pedal confusion and blind spot mirrors to increase visibility of vulnerable road users.

There are 525 new buses in our fleet that have Intelligent Speed Assistance, and we are now retrofitting this technology to more buses, with 1,150 buses retrofitted so far, which means as of September 2021 around 18 per cent of the whole bus fleet currently benefits from this technology. We are keen to accelerate the roll out and will retrofit a further 3,000 buses over the next two years.

The 2021 Bus Safety Standard makes camera monitoring systems that replace wing mirrors compulsory, provides more occupant-friendly interiors and adds a mechanism to prevent the bus from moving when the driver leaves the cab. Buses with these improvements started appearing on our streets in summer 2021. Advanced Emergency Braking and specially redesigned bus fronts that reduce the impact of any collisions will follow in 2024.

525

buses fitted with Intelligent Speed Assistance systems



Action 26

Drive major improvements in safety across London's bus network and ensure our ambition of no one being killed in or by a London Bus by 2030 through:

- Continuing the roll out of the Bus Safety Standard on new vehicles, with all existing measures mandated by 2024. Retrofitting features such as intelligent speed assistance by the end of 2022, to bring forward the benefits resulting from a reduction in the number of casualties, and continuing to incorporate evidence-based safety measures
- Working with operators to expand and deliver the Fatigue Management Programme for bus drivers, incorporate new communications with bus drivers and other frontline staff and continue to look at new ways to manage and prevent fatigue
- Promoting innovative fatigue, health and wellbeing initiatives for bus drivers through delivery of the Bus Safety Programme and leading the Health & Wellbeing Innovation Challenge jointly with bus operators. Fatigue detection technology will be rolled out to 500 buses by the end of 2022
- Working with operators and the Design Council to develop a bus driver health and wellbeing programme that analyses the effectiveness of interventions
- Building on the success of the Destination Zero training programme, equip drivers with the skills to adapt to the changing streetscape and better support the needs of our vulnerable and diverse customers, and work to achieve Vision Zero
- Promoting a culture of transparency, both internally and across operators, proactively sharing learning opportunities and publishing data wherever possible at, for example, the Safety Managers Meeting or the Bus Operator Forum
- Improving safety monitoring and assurance processes among operators, and enhancing incident reporting and investigation processes to aid identification of root causes and corrective actions
- Implementing a strategic data-led approach to reducing passenger injuries due to slips, trips and falls, involving the evaluation of a variety of technical, behavioural and procedural interventions
- Continue to investigate how improved Connected and Autonomous Vehicle technology can further help our Bus Safety Programme



Focus on: Improving bus safety

Go Ahead London is London's biggest bus company, responsible for around 2,200 of the Capital's buses, including more than 200 electric vehicles. Like fellow operators, it puts safety at the forefront of everything it does and is committed to rolling out the Bus Safety Standard across the fleet.

Go Ahead London played a significant role in our development of the first phase of the Acoustic Vehicle Alerting System (AVAS), which makes quiet-running buses, including electric buses, identifiable to people walking and other road users. AVAS was initially trialled in early 2020 on Go Ahead London's route 100 between St Paul's Cathedral and Shadwell. It was also trialled on route 360, which runs down Exhibition

Road which has no pavement and is popular with tourists. The trials contributed to the development of responsive AVAS, which gives roads their own external noise level, best suited to that location, and AVAS equipped buses automatically adjust their sound to this level as they travel. Route 100 was upgraded to responsive AVAS in May 2021.

Having participated in a previous trial of Intelligent Speed Assistance, which helps drivers keep to the speed limit based on a digital map, more than 200 of Go Ahead London's new vehicles have this technology fitted. The operator has also introduced pedal indicator lights to its fleet and worked with us to make it a requirement

in the Bus Safety Standard. This feature reduces pedal confusion by making each pedal flash up on the driver's dashboard whenever the pressure is applied.

Go Ahead London was the first London operator to fit camera monitoring systems on buses as a more effective alternative to side mirrors. These reduce blind spots, reducing the risk of bus collisions. It also removes the risk of a mirror hitting other road users, as well as providing better visibility in the dark or in bad weather. More than 200 vehicles within the Go Ahead London fleet now have this technology fitted and the feedback from drivers has been positive.

'We are trialling seats with higher backs on top decks to reduce the movement of passengers if a driver needs to make an emergency stop. Hand poles have also been replaced with handles on top decks so that passengers do not run the risk of colliding with them, while new flooring with a more tactile and longer-lasting finish has been introduced to reduce slips and trips'

Richard Harrington
Engineering Director,
Go Ahead London



Our e-scooter trial is being rolled out across several boroughs

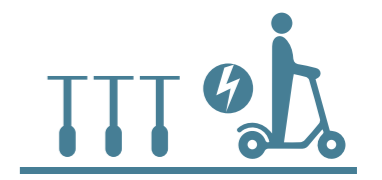
E-scooter rental trial

We are coordinating an e-scooter rental trial to promote safety, reduce risks and achieve a consistent approach across London by setting high standards for the vehicle design, maintenance and parking. This will provide the data to understand how e-scooters might affect London in future, helping and informing the DfT's regulation of this new vehicle.

Working with London's policing agencies, we will continue to enforce illegal private e-scooter use that is creating risk on London's roads and pavements.

10

boroughs have been running our trial of rental e-scooters



3,480

vehicles used in the rental e-scooter trial



Focus on: Road safety and the construction industry

Tideway recognises that the safety and wellbeing of people who work outside of the construction hoarding are just as important as those working inside. High standards should apply to anybody working on the job, including lorry and van drivers serving the project.

Its commitment is to mitigate the risk to all vulnerable road users working on and using roads around the project's worksites and when travelling on the wider road network. While building in a densely populated area where many other construction projects are taking place, there is a significant risk

when delivering plant, equipment and materials to worksites or collecting waste and excavated material, even when using the river.

Large infrastructure projects can influence the behaviours of the supply chain by encouraging and supporting them to work with together to minimise road risk. Tideway gave a legacy commitment early on in the planning stages to introduce new initiatives reducing risk to vulnerable road users. This commitment fitted with the idea of the Direct Vision Standard and helped when sharing information

to help the industry understand its aims and benefits.

Tideway assisted some of its supply chain to obtain 27 low-entry cab HGVs, with 12 mixers and 15 tippers. Feedback from the tipper drivers confirmed that vision is better and there was no concerning feedback that couldn't be overcome. Tideway worked with its contractors to underline the importance of adhering to the Mayor's Safety Permit Scheme and, to date, they have reported no compliance issues in their supply chain.

'What we'd say to any operators considering DVS requirements is that, while meeting the minimum helps, it is worth considering if you can look at obtaining better-rated vehicles as part of your procurement cycles. This not only improves safety for you, your drivers and the community – but as the minimum rating will be three stars from 2024, you could get ahead of the game and help contribute to the aim of Vision Zero'

Gordon Sutherland
Traffic and Road Logistics
Manager, Tideway

Future work

Fleet and construction vehicle schemes

The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme for fleet operators that aims to raise the level of quality within fleet operations and demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection. Our Work Related Road Risk requirements specify that FORS Silver accreditation is required wherever trucks or vans are used in the supply chain, in order to manage road risk. FORS is internationally recognised, with around 5,000 registered operators across the UK and Europe.

The Construction Logistics and Community Safety (CLOCS) scheme promotes best practice to reduce the risk posed by construction vehicle movement, and provides guidance to enable safe movement of people past construction sites. Between 2019 and 2021, more than 400 people were fully trained in developing Construction Logistics Plans, and an advanced training course has been launched to make construction trips safer and more sustainable.

Boroughs have the opportunity to lead by example in committing to eliminating casualties on our streets, through implementing FORS and CLOCS standards in their procurement contracts for example. Making these schemes the contracting standard across London will help reduce the risk to those people sharing the roads with people driving for work. All our construction projects costing more than £1m now specify FORS and CLOCS standards in the procurement contract.

New actions

Encouraging safer vehicles

The adoption of technology in cars to improve collision outcomes for people outside the vehicle has been too slow. The EU General Safety Regulation will make existing technologies, such as Intelligent Speed Assistance and Advanced Emergency Braking, mandatory in all new vehicles from 2022. We recommend that the Government should translate this regulation into UK legislation as a priority, as it has the potential to deliver major leaps forward in vehicle safety.

The European New Car Assessment Programme (EuroNCAP) enables safety comparisons of vehicles and pressures manufacturers through its star rating system to increase standards.

Intelligent Speed Assistance systems are the technology with the greatest potential to reduce harm across all vehicle classes, by helping drivers manage their speed and keep to the legal limit. We introduced this technology to our bus fleet, which led to an 80 per cent reduction in speeding occurrences in the first tranche of vehicles.

Action 27

To encourage safer vehicles, we must:

- Engage with the Government to support full adoption of the EU General Safety Regulation, making safety technologies mandatory in all new vehicles in the UK from 2022
- Investigate the feasibility of procuring only EuroNCAP five-star cars and vans as part of our commitment to safer and greener fleet. Influence our supply chain and partners to use safer vehicle fleets, including by developing simple guidance by 2022 to help navigate what is available to help operators make the best fleet procurement decisions
- We will retrofit mandatory Intelligent Speed Assistance systems to 360 vehicles in our own fleet by the end of 2021/22, mandate it in all new buses and retrofit to a further 3,000 buses

Policy integration

Vision Zero and zero carbon are harmonious policy goals. Wherever we look to improve London's emissions standards, we should also improve vehicle safety standards.

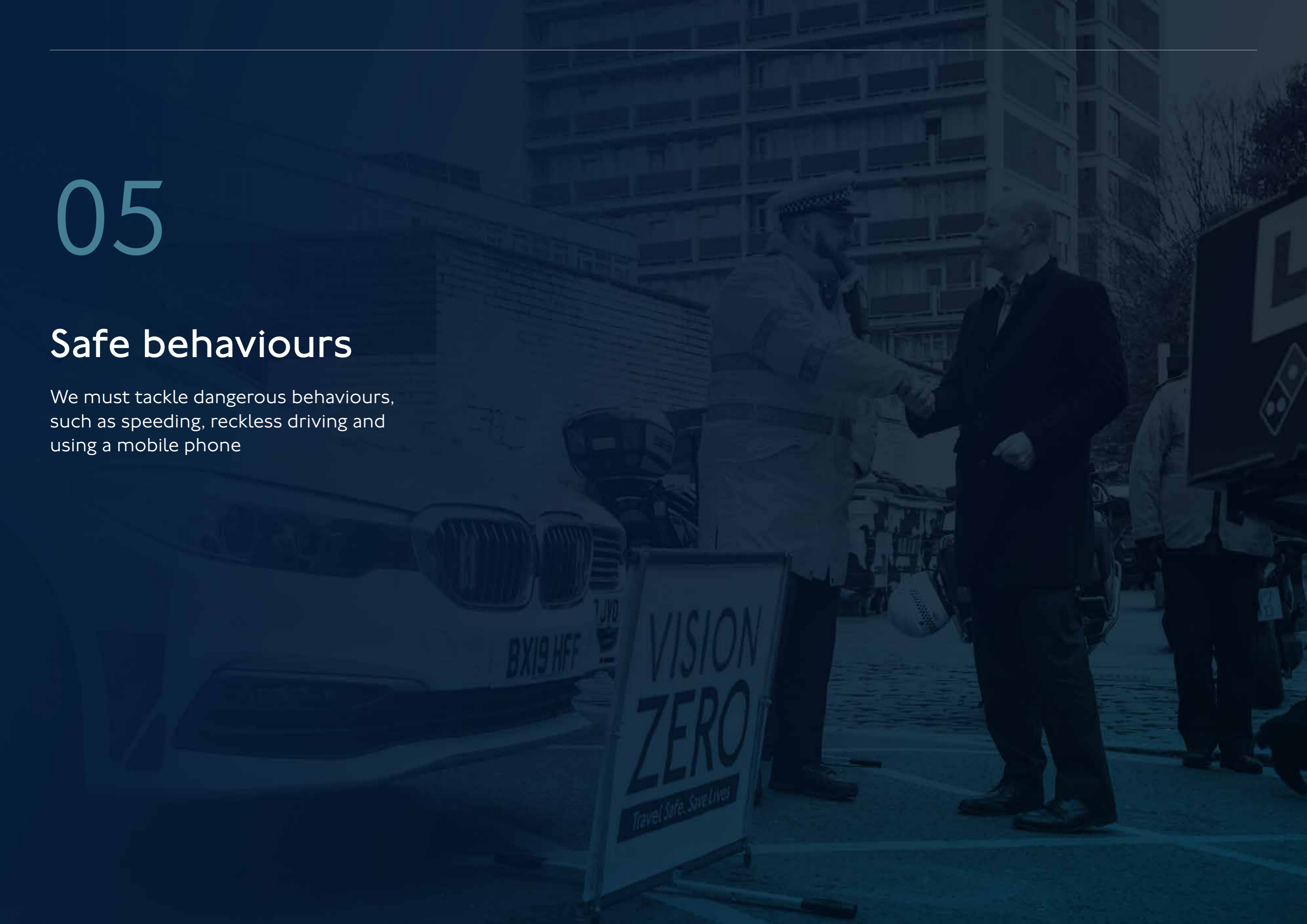
Action 28

Investigate including vehicle safety standards in policies and charging standards to improve London's emissions and reduce congestion.

05

Safe behaviours

We must tackle dangerous behaviours, such as speeding, reckless driving and using a mobile phone





Too often on London's streets we see a culture of risk taking, including speeding, aggressive or inconsiderate driving.

We need to collectively work towards a culture of safer driving, which must be addressed to help us achieve Vision Zero. More than 90 per cent of collisions on London's roads are linked to unsafe behaviours and 87 per cent of Londoners believe that collisions on the road are inevitable.

Our achievements

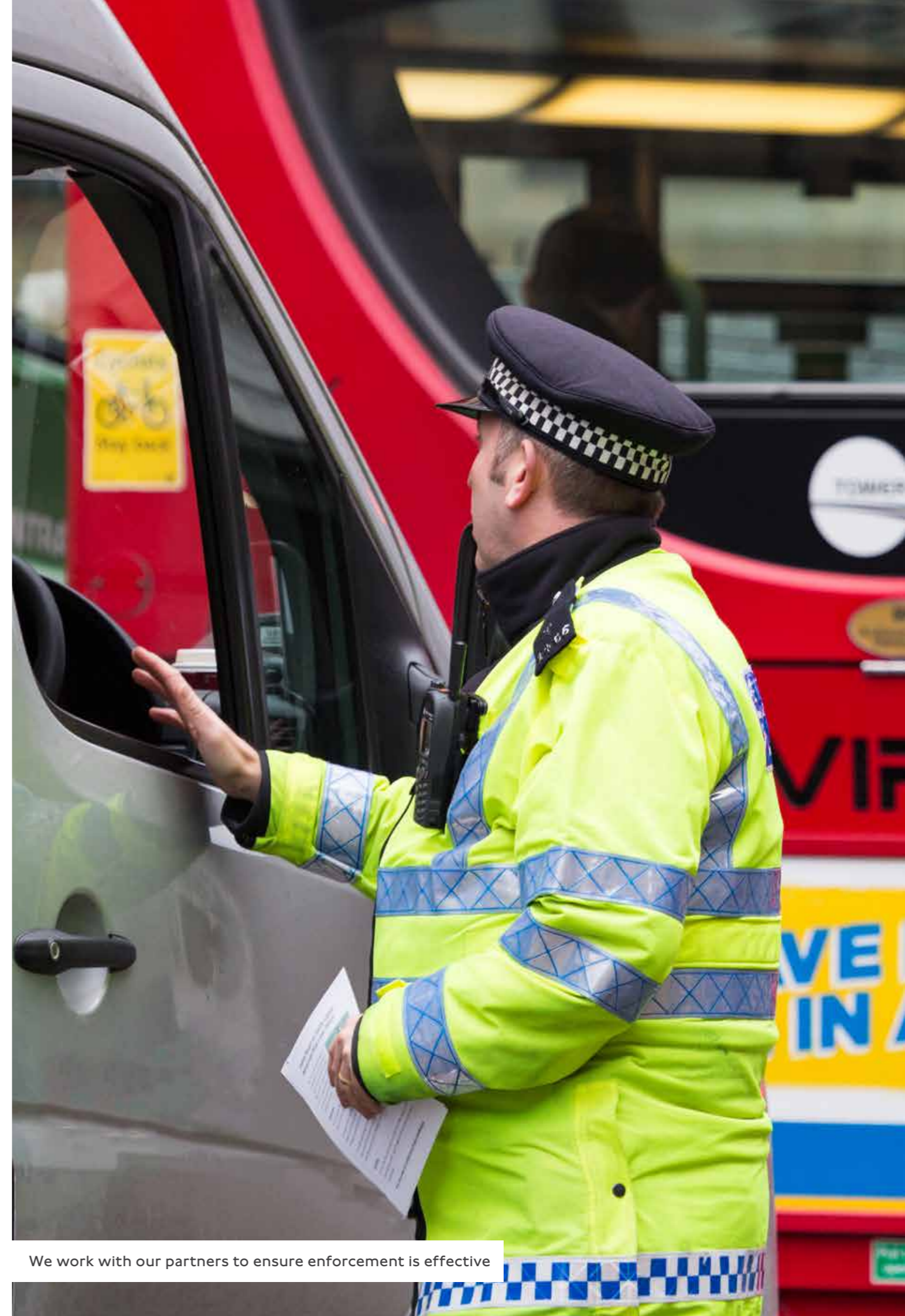
Our three-tier enforcement approach

Enforcement and policing activity is essential to achieving Vision Zero in London by 2041. Our work, together with the police, the Driver and Vehicle Standards Agency and other enforcement agencies, is fundamental to reducing the kind of illegal, reckless and dangerous road user behaviour that causes risk on our roads and contributes to fatal and serious collisions.

The scale and range of roads policing and enforcement activity in London is unparalleled in the UK. The partnership between the MPS and us ensures that London benefits from the RTPC, with more than 2,000 uniformed officers with

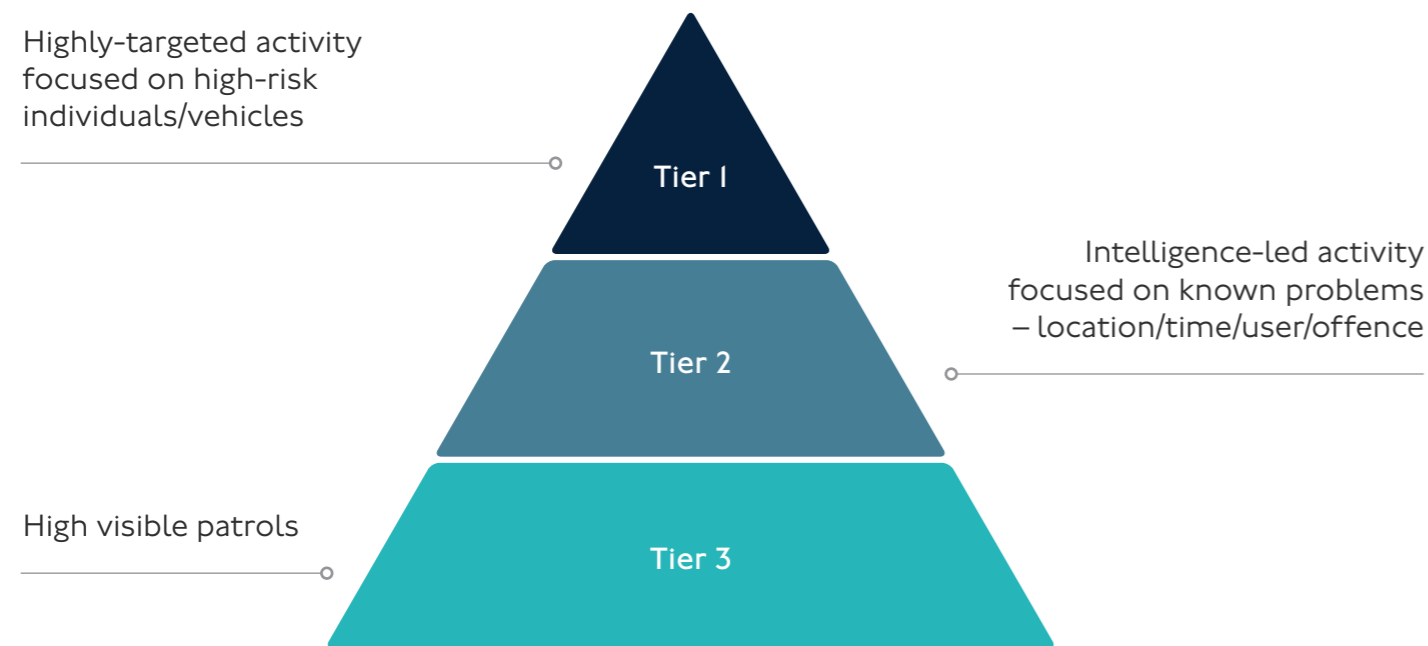
Vision Zero at its heart. The command mobilises officers from across the roads policing teams, and specialist road safety teams, including cycle and motorcycle safety teams, road crime team and the commercial vehicle unit, to tackle road danger. Safer Transport teams, which are the equivalent of local policing teams for the transport network, respond to local concerns and work alongside the community to tackle issues of road danger issues by using various innovative problem-solving approaches.

As part of Vision Zero, we implemented a new policing and enforcement approach to maximise the impact of police enforcement and other road danger reduction activity. The three-tiered approach to roads policing focuses on high-harm and high-risk offenders, such as those with a history of dangerous driving, regular drink/drug driving arrests, and those involved in moped-enabled crime; problems identified through risk-based analysis covering location, time, user and offence; and increasing visibility and enhancing the deterrent effect of policing activity across the Capital.



We work with our partners to ensure enforcement is effective

The three-tier approach to roads policing and enforcement



Since the Vision Zero plan was published in 2018, the police have taken action against more than 880,000 speeding drivers, more than 85,000 uninsured drivers, and more than 35,000 drivers caught driving under the influence of drugs and alcohol. The RTPC runs intensified policing operations to target speeding and antisocial driving in problem areas such as the A10 and A12. The command runs regular large-scale operations where hundreds of officers are deployed across London to deter risky behaviours. A two-week speeding operation in summer 2021, caught almost 3,000 speeding drivers.

We remain committed to our three-tier policing approach and adopting tactics that are proven to work in reducing road danger as well as exploring innovative ways and new technologies to deal with illegal and risky road user behaviour.

While the police have a key role in ensuring all road users follow traffic laws, the key focus will be on the behaviours and vehicles that cause the greatest risk and harm in the Capital.

The Vision Zero priorities for the RTPC include speeding, drink and drug driving, mobile phone offences, not wearing a seatbelt, dangerous and careless driving as well as unlicensed and uninsured drivers and riders.

Engagement, education and problem-solving activities, such as Exchanging Places, and Community and Junior Roadwatch schemes, remain an integral part of our approach. We recognise that every enforcement stop for a road traffic offence is a teachable moment to change behaviour.

Bus driver training

We began our Destination Zero bus driver training in May 2019. This uses virtual reality headsets to teach drivers about hazard perception, hazard prediction and help them understand what it feels like to be a vulnerable road user. We have trained 10,000 bus drivers so far and are due to have trained all 25,000 by April 2022. This is just one of the measures we are taking that help make buses the safest mode of transport on London's roads.

Bicycle and motorcycle training

We fund free cycle skills courses for adults and families who live, work or study in London. These are offered and provided by all 33 London boroughs. Bikeability is a cycle training programme delivered by the boroughs for children, which takes place in schools. There are three levels of training which can be completed through primary and secondary schools. Adult cycle skills has different levels to choose from including Basic, Urban and Advanced. We also offer a free online Cycle Skills course to boost cyclists' confidence with four quick modules.

We fund training courses for powered two-wheeler riders with the aim of helping them to be safe on the road. So far, we have delivered more than 2,300 1-2-1 motorcycle training and Beyond CBT courses.

We are also working with boroughs to continue to promote and encourage ways to travel that pose less risk to other people on the roads.

Additionally, we deliver school behaviour change programmes collaboratively with the boroughs, to help educate young Londoners on how to travel safely. Our STARS programme (Sustainable Travel; Active Responsible, Safe) engages more than half of London's primary schools to educate and encourage sustainable travel in a safe and responsible way. Our STARS Safety and Citizenship scheme, delivered in partnership with London Transport Museum, covers all Year 6 pupils, helping to educate them on safe behaviours and travel to supports their transition into secondary school.

We also fund The Road Safety Club, which is an educational programme and resource delivered to all nursery and pre-school settings, teaching children the basics of road safety to set them up for success as they move into primary school.

10,000

bus drivers trained in hazard perception and prediction





Focus on: Helping riders to stay safe on two wheels

Motorcyclists face the highest risk on London's roads when compared to other modes of travel. We offer a range of free online and face-to-face motorcycle safety training courses across all boroughs to help motorcyclists stay safe on London's busy roads. Since 2017, we have provided additional motorcycle safety training to more than 2,800 riders.

The I-2-I Motorcycle Skills course is aimed at riders looking to develop their urban riding skills with sessions tailored specifically to the rider, focusing on junctions and roads they use regularly. The Beyond CBT: Skills for Delivery Riders course is aimed specifically at delivery riders looking to improve their riding skills while riding for work and includes

instruction on how to filter, overtake, when to ride in bus lanes, using a sat nav while riding, and riding with a load.

'Delivery companies should support this additional training as it will lead to fewer accidents and safer riders. Further training can also lead to lower insurance premiums and a reduction in costly bike repairs for those involved in accidents. Employers have a duty of care to their employees and providing appropriate training is an important part of that duty.

The RTPC provides 24/7 response to emergency incidents on the strategic route network and contributes heavily to Vision Zero by patrolling known motorcyclist casualty hotspots and proactively targeting

the riskiest and most dangerous riders on the road network by carrying out regular patrols to engage with riders and to carry out enforcement when appropriate.

Police Sergeant Dave Bottomley from the MPS Roads and Transport Policing Command explains: 'Recently, we have been engaging with stakeholders in the rapidly expanding delivery, courier and servicing industries to find ways to better protect riders. The Motorcycle Safety Team deliver Bike-Safe London workshops to motorcycle riders within the Greater London area and account for over 50 per cent of Bike-Safe workshops delivered across the UK.'

'There are many advantages to extra training for self-employed couriers. They learn how to progress through traffic safely and confidently, learning skills to reach their destinations more efficiently. This course prepares riders to navigate London's busy roads safely and calmly, while still making quick decisions on the move'

Mark Evison
Phoenix Motorcycle Training



There is a wide range of training available for motorcyclists

Future work

Motorcycle safety campaigns and training

Other vehicles turning across the path of a motorcycle, scooter or moped are the most common cause of collisions that kill people riding on London's roads.

Our new campaign reminds motorcycle riders and drivers to watch out for each other when turning. In our campaign, produced with online influencer Ogmios and his Zen School of Motoring, Ogmios peacefully guides Londoners through car journeys in London, narrating the campaign as he highlights good behaviours between riders and drivers where they have followed the rules of the road and been considerate to other users.

Motorcycles with engines under 125cc require the least training of any motorised vehicle on the road. Compulsory Basic Training (CBT) is a one-day training course with no pass or fail and no requirement to learn about the Highway Code. CBT enables people as young as 17 to ride motorcycles with a top speed of 80mph with L-plates. The training can be renewed every two years, with no requirement to graduate to a full licence. Of all the people killed or seriously injured while riding a motorcycle, 64 per cent were on vehicles that had engines under 125cc. This is why we are working with Government to tighten training requirements.

Motorcyclists are also disproportionately likely – per journey – to be involved in a collision that kills or seriously injures pedestrians or cyclists. This is why we are working to identify opportunities to encourage casual motorcycle riders to swap to pedal cycles or e-bikes.

Action 29

Work to reduce the number of people killed and seriously injured on, or by, motorcycles, particularly bikes under 125cc, including:

- Work with the Department for Transport to identify improvements to the CBT course as set out in the Improving Moped and Motorcycle training consultation of 2016/17. Survey other countries to understand good licensing practice by the end of 2021
- Ensure all our courses and communications are targeted at people at the highest risk of being killed or seriously injured and increase training numbers by 10 per cent by 2022/23. Work with UK Road Offender Education to make the motorcycle diversionary course RIDE better suited to urban environments by spring 2022
- Identify opportunities to encourage mode shift for casual riders from motorcycles to safer, active and sustainable modes

New actions

Shifting the culture of acceptability

To achieve long-term culture and behaviour change needed to deliver Vision Zero, we must inspire a change to the way people feel about road danger in London, influence specific behaviours such as speeding, or watching for other road users when turning, and inform people about positive activity on engineering, enforcement or education that moves London closer towards our Vision Zero target.

We have a comprehensive communications strategy for Vision Zero that addresses the challenges that lie ahead. We need to change a deep-rooted culture that accepts road danger and risk-taking. This will need to be tackled over the long term, in parallel with our more direct interventions.

We will continue to tackle immediate behavioural problems that we see on London's roads so we can reduce the number of people being killed and seriously injured. We also know that to get the public to believe in this issue they need our stakeholders and us to take the lead and inform them of all the changes and the progress we're making, in the same way that concerns about air quality have become more visible and publicly understood in recent years.

It will take a collective willingness and commitment to prioritise this issue for decades to come so that we can achieve our Vision Zero goal. Only with the participation and collective commitment of our stakeholders, the general public and us will we achieve this.

Action 30

Launch a new communications campaign in November 2021 aimed at starting the conversation around changing the road culture.

Working with delivery companies

The food delivery industry has more than doubled since the beginning of 2020 and new registrations of small engine scooters have increased. The increase in people riding for work highlights the need to tackle longstanding poor safety outcomes for people riding motorcycles.

We have met with a significant number of motorcycle fleet operators and delivery platforms during the last year and we are committed to continued collaboration to harness their innovation and insight to improve safety standards for their riders.

Action 31

Work with delivery, courier and servicing companies and survey delivery riders to understand how to better safeguard people riding for work. Host an ongoing delivery, courier and servicing forum focused on rider safety. Encourage delivery companies to subscribe to a common minimum standard to keep riders safe.

Between the 2005-09 baseline and 2020, the proportion of collisions where a driver or rider was using a mobile phone more than doubled, and this is likely to be an underestimate.

Action 32

Commission research to investigate driver distraction to understand what a safe mobile application for work looks like by the end of 2022.

Increasing our civil enforcement capacity

The police must have the capacity and capability to focus on the most serious offences that cause the greatest risk and harm such as speeding, and drink and drug driving. Together with the boroughs, we already complement this activity by doing significant, intelligence-led enforcement of road traffic rules through civil enforcement.

Along with other London highway authorities, we can play a full part in the protection of designated road space through the decriminalisation of additional offences such as moving traffic offences in mandatory cycle lanes and cycle tracks, and encroaching advanced stop lines. This would give us additional powers to enforce in the same way we already do for bus lane and yellow box junction offences, for example.

Action 33

We will introduce 50 new redeployable cameras for civil enforcement of road traffic rules to tackle danger hotspots by April 2022.

Action 34

We will continue to work with Government to make the case for the decriminalisation of offences in designated road space. This includes the planned decriminalisation of moving traffic offences in mandatory cycle lanes and cycle tracks expected by the end of 2021.

We have invested in 50 innovative new cameras for civil enforcement, which will give us much-needed extra capability to tackle danger hot-spots on our roads. The cameras, which will be rolled out by April 2022, use cutting edge technology to enforce banned turns, bus lanes, yellow box junctions and weight restrictions.

The cameras can be moved to where they are most needed, ensuring that we can target junctions with the most dangerous driver behaviour and can remove cameras from locations where enforcement activity has been successful in cutting danger and improving driver behaviour. A trial of the cameras carried out in 2020 saw an improvement in compliance of up to 60 per cent in six months.

06

Post-collision support and investigation

People who are killed or seriously injured in collisions, their loved ones, and people who witness these events, suffer lasting physical, mental and emotional trauma that changes lives





It is vital that we work with our partners to ensure anybody affected by a collision on our roads receives the support they need and deserve

Together with the police and specialist organisations, we are working to support victims of collisions on the roads. It is vital that we learn from these tragic events and continue to improve how we prevent and respond to danger on the roads.

Our achievements

Public road safety dashboard

We launched the new Vision Zero Dashboard at the beginning of 2021, which is a tool that enables organisations and members of the public to more easily access and interpret London's collision data, which is recorded by the police. By sharing data in this way, we can better identify the road danger challenges specific to their communities and work together with London's boroughs and agencies to tackle them.

The Vision Zero Dashboard visualises our published collision statistics, complementing the data we have already made available. Members of the public can now easily filter raw data based on key fields such as injury severity, location, date, time and mode of travel.

Fatal files research

In 2021, we completed an in-depth independent review of MPS investigations of 38 collisions where someone was killed while walking, 33 collisions where someone was killed while riding a motorcycle, and 30 cases where someone involved in a fatal collision was speeding. The purpose of this was to understand the root causes of fatalities in London and help us design and refine interventions. The report took a detailed look at the circumstances surrounding each collision, and the casual factors that led to a tragic loss of life. It confirmed the importance of reducing the speed of traffic, designing safer streets to increase the visibility of people walking, cycling and motorcycling, and fitting safety technology to vehicles, which prevented or mitigated the impact of collisions.

The recommendations, supported by Transport Research Lab analysis, are being integrated into our approach to all our road safety activity, and we will use the detailed findings of the fatal files investigations to further our understanding of collisions in London and their causes.



We have reviewed MPS data on collisions to help inform decisions

Sarah Hope Line

The Sarah Hope Line offers comprehensive help and support to people who have been injured during, or affected by, a serious incident involving any of our services. It is a voice of kindness and compassion to help victims, their families and witnesses on their recovery. Since its launch in January 2016, more than 450 people have benefitted from this assistance.

In line with London Assembly recommendations, further improvements are planned to ensure the service can support as many people as possible. These include an internal review of case management process, refresher training for agents on the new case management process and customer pain points, and improved data capture and reporting.

We are increasing awareness of the Sarah Hope Line and the support services we offer through an ongoing public information campaign and a programme of events with the emergency services and first responders to ensure early intervention with people who need this vital support.

Future work

New technology and collaborative partnerships

We champion London as a testing ground for new technology, to harness innovation for safer, healthier streets and to understand how new technologies will affect our streets. We work with Smart Mobility Living Lab London to develop and validate new mobility and transport technologies that can work with the city's road layout and features.

In 2019, we launched an innovation challenge called RoadLab, which called on the UK's leading innovators to develop technology that could make roadworks in the Capital safer, smarter and more accessible. Nine innovators were chosen to go through to a ten-week programme, where their proposed technology was trialled and developed with the support of London's major utility companies and London Councils. Following a procurement process, we awarded contracts to samdesk and Immense for technology that will make the management of London's road network safer, smarter and more efficient.

We continue to build the space for collaboration between industry and cities. Our partnership with Bosch has identified risky behaviours from camera footage, such as drivers distracted by mobile devices or making risky manoeuvres. Historic telematics incident data from Daimler has broadened our understanding of risk on London's roads and helped us co-create road risk insight products.

Action 35

Bring together original equipment manufacturers, innovators and key stakeholders during 2022 to focus on how innovation through emerging technologies could be applied in vehicles to support our road safety objectives.

New actions

Supporting people from deprived backgrounds

People from more deprived backgrounds are less likely to own a car and more likely to live in areas with high exposure to traffic and road risk, air pollution, noise and community severance caused by traffic. These Londoners are also more likely to walk for longer, and if they do own a motorised vehicle, are more likely to drive or ride for work, putting them at greater risk.

We are working to highlight the link between deprivation and poor road safety outcomes, and using that data to prioritise road safety interventions, including by sharing that information with the boroughs.

Action 36

Publish analysis in 2022 describing how unequal road outcomes manifest among different demographics and communities, to share with boroughs and other stakeholders. Incorporate this in the public road safety dashboard. Identify deprived and vulnerable communities with the poorest road safety records and share that information with boroughs and other stakeholders.



We must continue to improve the services offered to victims

Improving support for victims of road danger

Some victims and families affected by road danger are not getting the support they need and deserve. While there are a host of organisations that specialise in providing support services for physical and emotional trauma, the onus is on victims – who are often traumatised, in shock or bereaved – to proactively seek out these services.

More needs to be done to provide the level of support currently afforded to victims of crime but not to those bereaved or injured in collisions. We are working with the Government to understand what more we can collectively do.

The Government is considering options for a long-term national solution. We will work with the DfT to help shape its proposals to meet the needs of road crash victims across London.

Despite the Government’s welcome intervention in this area, we think it is likely that additional support will be required. We want to build on the work of the Sarah Hope Line to ensure those that are bereaved or left with life-changing injuries in road traffic collisions receive the specialist support they need.

In collaboration with the Victim Commissioner for London, the Mayor’s Office for Policing and Crime and the MPS, we are exploring options for enhancing victim support through support agencies that already specialise in road trauma support. Our aim is to increase the number of people supported and improve the offer of support to those left bereaved or left with life-changing injuries. We will work with the MPS to implement a robust and proactive referral mechanism, removing the burden from victims and bereaved families having to search out and make contact with appropriate support agencies. We will ensure that efforts in London are complementary to any national solution proposed by the DfT.

450

people have benefited from the support of the Sarah Hope Line since 2016



2019

when we launched the RoadLab safety innovation challenge



07

Working together

Together with our partners and suppliers, we must consider every opportunity make our roads safer and ensure that safety continues to be at the heart of everything we do



We have a number of partners that we are working closely with as we strive to achieve our Vision Zero target

While we have made good progress towards Vision Zero, eliminating death and injury will require sustained effort over many years. We will need to continue to innovate, adapt and refresh our plans in response to emerging trends and challenges.

A culture that regards road danger as inevitable and risk taking as acceptable is extremely strong and pervasive, and heavily engrained into our day-to-day lives and wider society.

To achieve our Vision Zero objectives, we need to make the changes we are committed to but also galvanise the public, boroughs, community organisations, freight and logistics, businesses, contractors, transport professionals and all public servants. Ultimately, Vision Zero can only be achieved when everyone plays a role and commits to sustained, long-term action and funding for road danger reduction. Only by working in partnership can the police, London's boroughs and TfL deliver our ambitious commitment.

This means we must continue to work together to shape our actions, share and drive best practice, create networks of delivery, mobilise communities, and maintain accountability to each other.

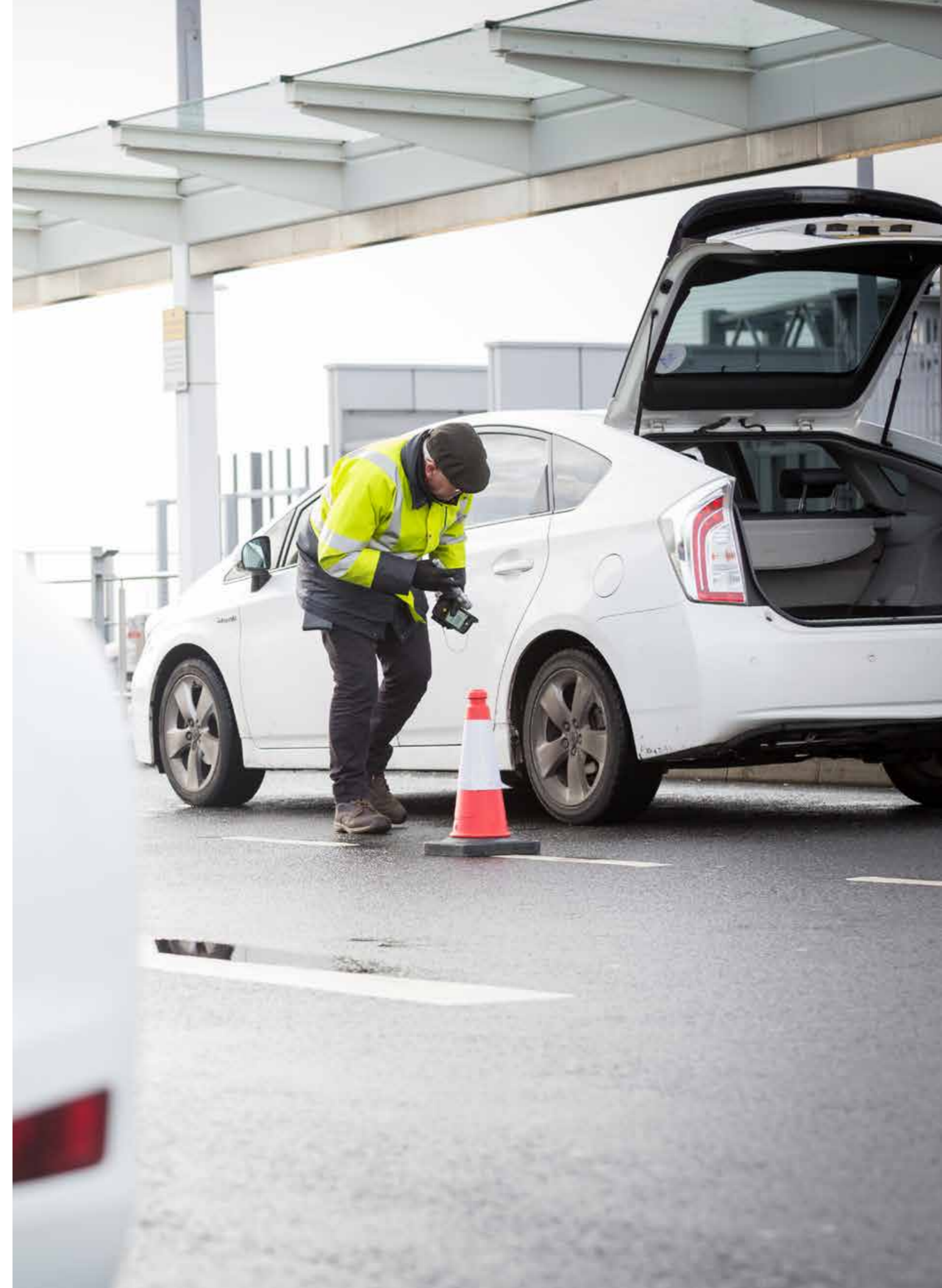
Our achievements

Vision Zero Reference Group

Since 2019, we have brought together a diverse group of organisations across the public and private sector to help us shape our Vision Zero policy development and delivery. The Reference Group has urged us to look more holistically at vehicle standards and held us to higher standards of data provision and transparency, resulting in the launch of our new Vision Zero collision dashboard.

Most importantly, the group plays a crucial role in creating a wider network of advocates and delivery agencies for Vision Zero, embedding a culture of safety in organisations across the Capital. We will continue to strengthen this important part of our culture change activity and shape our work using their insights and feedback.

We will also continue to engage with other strategic stakeholders to shape our Vision Zero actions, including those representing the interests of freight, active travel, taxi and private hire operators, and those representing our customers, particularly those at higher risk.



Our work with our partners is vital to improve vehicle safety

Our governance

We will continue to monitor progress and delivery of our actions, and how well we are doing to achieve our overall aim of eliminating death and serious injury from London's roads, through scheme monitoring, the TfL Scorecard, and updates to the major governance forums, including our Executive Committee and the our Board's Safety, Sustainability and Human Resources Panel.

Create a delivery, courier and servicing forum for rider safety

Throughout 2021, we have been focused on better understanding the challenges experienced by riders and shape a plan of action to tackle these.

We have spoken with many organisations in the sector and know they are committed to reducing death and serious injuries among their riders. We will host an ongoing forum to promote higher standards of safety and training, identify opportunities and discuss emerging issues.

Delivering with the boroughs

Vision Zero is a critical part of our wider strategy that enables a low carbon, liveable and economically thriving city where transport benefits are available to all and where the carbon dioxide, pollution, noise and congestion impacts of transport are kept to a minimum.

We are continuing to work in partnership with London boroughs to ensure they have the data and insight they need to embed road safety in their Local Implementation Plans, and work on building a safer, greener, cleaner London.

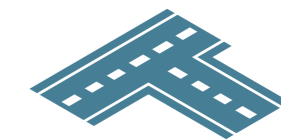
We believe this is the perfect time for the MPS, London's boroughs and us to re-commit to taking an active approach to Vision Zero and place it at the centre of our policies, projects and the way we speak to our communities. We have committed to providing localised data, information and expertise to support the development of schemes and interventions that help to reduce road danger across all communities in London.

Steps under the safe systems pillars we can collectively take to help eliminate road deaths and serious injuries from London's streets, are:

- Lower speed limits to 20mph
- Reduce traffic on local streets for safer, greener roads with cleaner air to protect children and people walking and cycling
- Design streets with safety in mind, to help everyone get around the roads safely and make active travel attractive
- Promote and encourage ways to travel which pose less risk to other people on the roads
- Lead by example in committing to eliminating casualties on our streets, through own supply chains and fleets
- We can see an end to death and serious injury on London's roads, but only if we all work together

77

new or improved pedestrian crossings delivered between 2016 and 2020




608

junctions have been upgraded by the boroughs between 2016 and 2020

08

Our progress

We have made notable progress since our original Vision Zero action plan was published and we continue to work through our actions, while adding new targets and initiatives



Action number	Action	Complete/Ongoing/New	Progress report (for 2018 actions)
Safe speeds			
Action 1: TfL will engage on proposals to reduce speed limits on TfL roads by:			
1a	Ensuring all our roads within the central London Congestion Charging zone has a 20mph limit	Complete	This action was met in March 2020 when the new 20mph speed limit came into force on our roads inside the Congestion Charging zone
1b	Delivering a programme to reduce speed limits on other locations on our roads to address areas of high road danger	Ongoing	Design work continues on Phase 2 of the programme. our plan to reduce the speed limit by 10mph on 25km of our roads, including A13 Commercial Road, A10 Great Cambridge Road, A23 London Road and on our remaining roads in City of Westminster by the end of 2021/22.
Action 2: The boroughs, police and us will improve compliance with speed limits by:			
2a	Redesigning streets to encourage lower speeds as part of their Healthy Streets programmes. We will publish a toolkit of best practice design measures in 2018 for reducing speeds to lower limits or 20mph	Complete	The final toolkit was published on our website in June 2019. Consequently, nearly 50 per cent of London's roads now operate with a 20mph speed limit including a new 20mph speed limit on all our roads in central London.
2b	Optimising the use of speed cameras including increased use of mobile speed enforcement technology by the MPS in areas of higher risk and/or community concern	Ongoing	Significant effort has been made to optimise the effectiveness of London's safety camera operation including technology improvements to improve enforcement processing capacity and enforceability of the network. This has contributed to a significant increase in the number of offences speeding offences processed. New mobile safety camera equipment was purchased and will be operational in autumn 2021, enabling us to better respond to emerging issues and local community concerns about speeding. We welcome the improvements recently made to the Home Office Type Approval process which should address the long delays in getting much needed technology improvements approved for enforcement purposes.
2c	Enhancing on-street speed enforcement activity through a three-tier policing and enforcement approach	Ongoing	The MPS RTPC has implemented the three tier policing approach and it is now business as usual for the deployment of RTPC officers for road danger. See actions 2b1; and 9 a, b & c.
New actions:			
18	We will challenge the culture around speeding in London by: <ul style="list-style-type: none"> Significantly enhancing police capacity to enforce up to one million offences per year by 2024/25 by drivers who continue to speed Implementing new safety camera technology that will enable the police to take action against high-risk speeders, regardless of which camera has captured the speeding offence, once approved by the Home Office. Approval is expected by the end of 2021/22 Launch five new mobile safety cameras by the end of 2021, operated by a team of Roads Policing police community support officers, to target enforcement in areas of local concern 	New	
19	Accelerate the roll out of lower speed limits across a further 140km of the our road network by 2024, to reduce the likelihood and severity of collisions. Work with Government to propose 20mph as the default speed for all residential roads.	New	
20	The MPS will designate police constable traffic enforcement powers to Police Community Support Officers so that they can stop speeding vehicles and take enforcement action against drivers, thereby further increasing police speed enforcement capacity. Beginning in 2022, powers and training will be rolled out in a phased approach beginning with 400 Police Community Support Officers in the RTPC.	New	

Action number	Action	Complete/Ongoing/New	Progress report (for 2018 actions)
Safe streets			
Action 3: Reduce danger at junctions by:			
3a	Delivery of the Safer Junctions programme to reduce both collisions and the fear of collision at London's most intimidating junctions. This includes improvement schemes to be completed in at least 20 more locations by May 2020, bringing the total to 41. The majority of junctions in the current programme will be either completed or consulted on by 2023.	Complete	43 Safer Junction projects have been delivered to date – 60 per cent of the 72 in the original programme. Whilst the majority have been completed, we will continue to improve other junctions on this list between 2021 and 2024, subject to confirmation of future Government funding.
3b	Extending 'Keep clear' markings at appropriate locations on our red route roads, to enable earlier visibility between drivers turning into or out of side streets and people approaching on motorcycles and bicycles.	Ongoing	'Keep clear' markings within the scope of current projects in design are recommended to be extended through regular scheme design review meetings. A means of recording and delivering against a programme needs to be agreed and this will include measuring the number of projects where roads that aren't ours adjoin red routes.
Action 4:			
4a	Ensure that road danger reduction is central to design and delivery of all schemes, including through the use of the Healthy Streets Check for Designers, design guidance literature and monitoring.	Complete	Scheme designs have improved with increased training and awareness of safety best practice from sponsors and designers. As of September 2021, 35 scheme reviews were carried out at monthly Safety Outcome Review meetings held since December 2020
4b	We will investigate ways to make it easier for people to report road defects, such as improving its online tool.	Complete	We have streamlined the reporting process for road defects along with other safety concerns. The Streetcare process was successfully launched and is available online.
Action 5:			
5	Introduce a world-leading Bus Safety Standard for the city's entire bus fleet, incorporated into all new London buses and bus operator contracts from the end of 2018.	Ongoing	The Bus Safety Standard Specification has been written into all bus related contracts from end of December 2018. BSS 2021 vehicles will be on street from summer 2021.
New actions:			
22 and 24	Keep Londoners safe and continue to drive down the number of deaths and serious injuries: <ul style="list-style-type: none"> Continue to deliver improvements at Safer Junctions, as well as at other high-risk locations on the network Continue to deliver a prioritised programme of new pedestrian crossings, including at junctions where there are none currently Identify high-risk junctions lacking pedestrian crossings and installing signals to improve safety for people walking Work with the boroughs to implement measures to reduce through-traffic from residential roads, to improve safety, air quality, and reduce noise pollution 	New	
23	Continue to expand London's Cycleway network, including upgrades at junctions, so that more Londoners have access to the network of signed, high-quality cycle routes. Work with boroughs and other stakeholders to target interventions to encourage more cycling activity by underrepresented groups.	New	
25	Improve street safety for people motorcycling. Ensure design guidance for motorcyclists reflects current best practice and targets the most common causes of motorcycle collisions on the network. Develop and pilot a motorcycle safety review tool, tested with stakeholders, to improve safety on corridors with the highest harm.	New	

Action number	Action	Complete/Ongoing/New	Progress report (for 2018 actions)
Safe vehicles			
Action 6: Raise HGV safety standards by:			
6a	Launching the world's first Direct Vision Standard for HGVs. An associated permit scheme will be launched, with permits issued from 2019 and enforcement starting from 2020. The scheme will be further rolled out and the standards tightened by 2024	Ongoing	<p>The full enforcement project went live on 1 March 2021 after having been postponed due to the pandemic, and extensive enforcement has been done since by dedicated officers in our Crime and on Street Policing Services team.</p> <p>Work leading up to 2024 tightening is ongoing to only permit vehicles with a three star rating to drive in London.</p> <p>In September 2021, around 18,000 permits had been issued and 70,000 vehicles fitted with additional safety measures since the launch.</p>
6b	Working with the European Union and manufacturers to change European standards on direct vision	Ongoing	Work is ongoing to reach a consensus regarding direct-vision vehicle design standards at UNECE-level based on our Direct Vision Standard approach. Agreement has already been reached at the VRU Proxi Working Group pending final voting in October 2021.
6c	Requiring all operators in the GLA family supply chain starting new contracts advertised from November 2018 to be accredited to a minimum of FORS Silver and FORS Gold by April 2024.	Complete	The first phase of mandating FORS Silver in new contracts for fleet operators in the TfL Supply chain was completed in November 2018.
6d	Updating our Construction Logistics Planning Guidance in 2019 to promote best practice in reducing the risk posed by construction vehicle movement, and producing new traffic management guidance for 2019 to enable safe movement of people past construction sites.	Complete	These actions were successfully completed, and there is now a link between FORS and the CLOCS schemes with FORS Silver a minimum requirement for membership of CLOCS.
Action 7: Raise vehicle safety and operating standards for taxis, private hire vehicles and other vehicles used for work in London, through a range of targeted interventions that include:			
7a	Establishing vehicle safety and performance standards for new taxi and private hire vehicles and reviewing requirements for safety systems.	Ongoing	<p>On 20 June 2019, we held early discussions on new audio for hybrid vehicles. We approved the use of the Dynamo taxi on 28 August 2019. Regulations EU540/2014 and ECE R138 state that: 'Manufacturers shall install AVAS in all new registered hybrid electric and pure electric vehicles by 1 July 2021'.</p> <p>LEVC – All taxis built from 20 April 2021 have AVAS installed.</p> <p>The Dynamo taxi engineering team were provided with a derogation to regulations EU540/2014 and ECE R138, given the relatively small number of taxi models produced by that company. All current taxi vehicles, including approximately 80 Dynamo taxi models in London are part of this derogation.</p> <p>The new vehicle supply from Nissan will be available from October/November 2021 and those vehicles will have AVAS systems installed at point of vehicle manufacture.</p>
7b	Reducing the risk of vehicles used for work by developing a single set of safety standards for the operation of all vehicles used for work, and promoting it to London organisations who employ staff who drive as part of their jobs	Complete	The alignment was completed in November 2018.

Action number	Action	Complete/Ongoing/New	Progress report (for 2018 actions)
New actions:			
26	<p>Drive major improvements in safety across London's bus network and ensure no-one is killed in or by a London Bus by 2030 by:</p> <ul style="list-style-type: none"> Continuing the roll out of the Bus Safety Standard on new vehicles and retrofitting features to bring forward casualty reduction benefits Working with operators to expand and deliver the Fatigue Management Programme Building on the Destination Zero training programme, to enable drivers to adapt to the changing streetscape, and work to achieve Vision Zero Carrying out in-depth bus collision data analysis Promoting a culture of transparency internally and across operators, and publishing data wherever possible Improving safety monitoring and assurance processes among operators Using the Sarah Hope Line to provide support to victims and witnesses of serious incidents Reducing passenger injuries due to slips, trips and falls Working with operators to develop a bus driver Health and Wellbeing Programme 	New	
Action 5:			
27	<p>Encourage the adoption of safer vehicles:</p> <ul style="list-style-type: none"> Engage with the Government to support full adoption of the EU General Safety Regulation (GSR) making safety technologies mandatory in all new vehicles in the UK from 2024 Investigate the feasibility of procuring only EuroNCAP five-star cars and vans as part of our commitment to safer and greener fleet. Influence our supply chain, partners and fleet operators in London to use safer vehicle fleets, including by developing simple guidance by 2022 to help navigate what is available to help operators make the best fleet procurement decisions Retrofit Intelligent Speed Assistance systems to 350 vehicles in our fleet, and to 500 buses by the end of 2021/22 	New	
28	Investigate including vehicle safety standards in policies and charging standards to improve London's emissions and reduce congestion.	New	

Action number	Action	Complete/Ongoing/New	Progress report (for 2018 actions)
Safe behaviours			
Action 8: Use marketing and communications to tackle the behaviours that create most risk on our streets, through a series of incisive and targeted marketing and engagement campaigns, starting in 2018 with a focus on reducing inappropriate speed			
8	Use marketing and communications to tackle the behaviours that create most risk on our streets, through a series of incisive and targeted marketing and engagement campaigns, starting in 2018 with a focus on reducing inappropriate speed	Complete	We have created the Watch your Speed campaign, which focuses on raising awareness with drivers of driving at inappropriate speeds. We have also created a behaviours campaign for motorcycle riders and drivers to ensure they watch out for each other when turning.
Action 9: The MPS Roads and Transport Policing Command will deter risk-taking on the road through an enhanced, three-tiered approach to policing and enforcement from 2018, through:			
9a	Intensifying focus on the most dangerous drivers and riders.	Ongoing	The three-tiered approach has been implemented and now provides the framework for how RTPC officers are deployed. This is supported by a new risk-based analytical approach to help prioritise deployments and inform the tactics used. As part of the three-tiered policing approach, the RTPC has intensified focus on the most dangerous drivers and riders using various tactics. High risk offenders include those with multiple disqualifications, regular drink / drug driving, involvement in moped-enabled crime, continued dangerous driving despite intervention, wanted on warrant or inked to violent crime and transport crime. The RTPC is using offender management plans, investigation and disruption tactics, targeted policing operations and ANPR to manage known high-risk offenders.
9b	Intelligence-led activity targeting specific locations, times and offences.	Ongoing	Data-driven enforcement is a core element of the three-tiered policing approach where RTPC officers are deployed to known problems, locations, times and road-user groups identified through our and MPS risk-based analysis. Activities include problem-solving approaches at priority locations, enhanced and targeted enforcement (such as on the A10 and A12), regular Command-wide enforcement action (including national policing operations) and public engagement and education. While the RTPC has the lead responsibility for roads policing in the MPS, deployments are regularly supported by other MPS teams.
9c	High-visibility patrols to maximise coverage across London and amplify the deterrent effect	Ongoing	RTPC officers using a mix of different tactics to maximise the coverage and visibility of roadside policing and enforcement activity. These deployments are informed by risk-based analysis.

Action number	Action	Complete/Ongoing/New	Progress report (for 2018 actions)
Action I0: TfL will raise standards for professional drivers and riders through training and education, including:			
I0a	Rolling out a programme of safety workshops for Bus Driving Instructors and a new, innovative training course for all 25,000 bus drivers to develop new skills in reducing road risk, as part of the Bus Safety Programme; and trialling the use of psychometric testing of prospective bus drivers through the Bus Safety Innovation Fund.	Ongoing	Up to September 2021, 200 driving instructors and more than 25,000 bus drivers had been trained and the programme continues to help improve the awareness of bus drivers to all types of road dangers.
I0b	Consulting on proposals for all new and existing private hire drivers to take an advanced driving test, reviewing licensing and relicensing requirements, and exploring opportunities for safety information to be issued to drivers and passengers via private hire and taxi apps.	Complete	There was extensive consultation with the industry on introducing an Advanced Driving Test, but this will not be introduced in the short term. Instead, our Taxi and Private Hire directorate is concentrating on a series of measures that have been recommended by the DfT in their Statutory Standards report. In October 2021, Taxi and Private Hire will introduce a new assessment for private hire drivers that will test their knowledge in a series of areas, including safety, regulatory and equality obligations.
I0c	Expanding FORS to include a standard for the motorcycle courier sector.	Complete	Version five of the FORS standard went live in January 2019 having been extended to include powered two-wheelers.
I0d	Requiring drivers of our vehicles to complete Safe Urban Driving training modules, and rolling out telematics technology to all vehicles in our fleet to monitor drivers' safety performance.	Ongoing	We have telematics fitted to all of the vehicles in our fleet, except for 13 electric vehicles that will be fitted with telematics when a compatible solution is available. In addition, speed limiting devices will be fitted to 350 vehicles. These devices have been tested by us and our supplier and will be added to the vehicles from October 2021. Safe Urban Driving training was not rolled out to our drivers due to Government requirements for people to work from home during the pandemic. A revised plan for rolling this out will be considered for 2022/23.
Action II: Provide improved and better targeted skills training and education on how to avoid danger when walking, cycling and motorcycling by:			
IIa	We will make the case to Government that road safety education plays a role in the in the national curriculum.	Ongoing	Working closely with Government, we are supporting the development of the DfT's Road Safety Action Plan. Together we will identify those areas where our joint effort will have the greatest effect to help improve road safety through greater road user education.
IIb	Providing a broad range of motorcycle training interventions to meet the varied needs of London's riders and to reduce risk to people walking and cycling.	Ongoing	Three packages consisting of marketing, training and design guidance are available. This includes around 1,000 motorcycle training sessions delivered via 'Beyond CBT' and 2,500 one-to-one driver trainers courses delivered from 2017.
IIc	Finding new ways to communicate the most impactful safety advice including virtual reality technology.	Complete	We have engaged with key stakeholders, particularly the MPS, to run several virtual reality days using headsets to highlight road safety issues and progress resolution. Despite disruption caused by the pandemic, in 2020, 119 people took part in a Cab 'exchanging places' event, and a further 351 took part in a virtual reality experience. In 2019, there were 892 Cab 'exchanging places' events and 1490 virtual reality sessions.
IId	Increase the number of adults completing cycle skills training and increase the number of children trained by 50 per cent, by 2024.	Ongoing	In the past five years, 142,000 children have done Bikeability Level 2 training and more than 100,000 adults have received cycle safety training. Since 2020, nearly 3,000 people have completed all four modules of our online Cycle skills courses.

Action number	Action	Complete/Ongoing/New	Progress report (for 2018 actions)
New actions:			
29	<p>Work to reduce the number of people killed and seriously injured on or by motorcycles, particularly bikes under 125cc:</p> <ul style="list-style-type: none"> • Work with the DfT to identify improvements to the CBT course as set out in the 'Improving Moped and Motorcycle training' consultation of 2016/17. Survey other countries to understand good licensing practice around the world by the end of 2021 • Ensure all our courses and communications are targeted at people at the highest risk of being killed or seriously injured and increase training numbers by 10 per cent in 2022/23. Work with UK Road Offender Education to make the motorcycle diversionary course RIDE better suited to urban environments by Spring 2022 • Identify opportunities to encourage mode shift for casual riders from motorcycles to safer, active and sustainable modes 	New	
31	Survey delivery riders and work with delivery companies to understand how to better safeguard people riding for work. Encourage delivery companies to subscribe to a common minimum standard to keep riders safe. Investigate driver distraction to understand what a safe mobile application for work looks like by the end of 2022.	New	
30	Launch a new communications campaign aimed at starting the conversation around changing the road culture by November 2021.	New	
33	We will introduce 50 new redeployable cameras for civil enforcement of road traffic rules to tackle danger hotspots by April 2022.	New	
34	Work with Government to make the case for the decriminalisation of offences in designated road space. This includes the planned decriminalisation of moving traffic offences in mandatory cycle lanes and cycle tracks expected by the end of 2021.	New	

Action number	Action	Complete/Ongoing/New	Progress report (for 2018 actions)
Post-collision learning and criminal justice			
Action 12: Enhance and drive excellence in collision investigation and learning by:			
I2a	The MPS providing enhanced scene management and evidence gathering training and equipment to MPS Roads and Transport Policing Command first responders.	Complete	MPS provided training courses to 72 RTP officers during 2020/21 and 42 officers at the start of 2021, with more courses being run during the remainder of 2021.
I2b	We work with the police and other delivery partners such as bus operators, to embed a new framework for improved, systematic information sharing and post-collision learning.	Complete	Our bus safety team has a well-established collision investigation process known as NIMI. Information is already shared with key stakeholders, and lessons learned gleaned. This links with the TfL Go, Look See process, which has been revised during the pandemic and now includes participation from all relevant stakeholders including local boroughs who take part in a VZ Road Risk Review (RRR). In addition, we launched the Road Danger Dashboard in 2020, which enables members of the public, local boroughs and media to easily analyse collision statistics.
Action 13: TfL, the police and other partners will work to improve justice and care for the victims of traffic collisions by:			
I3a	Publishing through our media channels the criminal justice outcomes of fatal and life-changing or life-threatening collisions that proceed to prosecution.	Ongoing	Together with the MPS, we publicise the criminal justice outcomes of fatal and life-changing or life-threatening collisions that proceed to prosecution through different media and communication channels. With the MPS, we are also looking at options to incorporate criminal justice outcomes in its regular reporting and expect this to be in place by the end of 2021/22.
I3b	Promoting the use of driving ban by magistrates for repeat offenders and those accumulating 12 penalty points on their licence.	Ongoing	Working closely with Government, we are supporting the development of the DfT's Road Safety Action Plan (RSAP). Together we will identify which sanctions are most effective at reducing the number of high-risk offenders, including repeat offenders who persistently disregard the law.
I3c	Signposting victims of collisions to the most appropriate restorative justice and post-collision support services.	Ongoing	All bereaved and seriously injured victims in London are signposted to specialist victim support services for road collisions, including Brake and Roadpeace, as well as the Sarah Hope Line. With the MPS, we recognise the need to do more in this area to help people access the support they need. This refreshed plan includes an action to enhance the support and remove the burden from victims left bereaved or with life-changing injuries to seek support.
I3d	Exploring options for extending the Victims' Commissioner for London's brief to include victims of road crimes, and victims of road collisions where no crime has been charged.	Ongoing	The Victims Commissioner's remit includes victims of road collisions. The Mayor's Integrated Victim and Witness Service for London also provides support to the victims of road crime, such as speeding and drink driving. The Victims Commissioner is supporting our work and that of advocates such as Brake and Roadpeace to continue to improve support for the victims of road collisions on London's roads.

Action number	Action	Complete/Ongoing/New	Progress report (for 2018 actions)
Action 14: TfL, boroughs and the police will monitor and record a range of indicators to measure the impact of London's road danger reduction programme, and publish the results annually on the TfL website:			
14	Together with the boroughs and police, we will monitor and record a range of indicators to measure the impact of London's road danger reduction programme and publish the results annually on our website.	Complete	Our Road Danger Dashboard was successfully launched in 2020 and is publicised with local boroughs through stakeholders in our Local Community Partnership and Investment Delivery and Planning, and when responding to Freedom of Information requests and Mayoral Questions.
Action 15: TfL will work with its key partners, including vehicle manufacturers and the Government, to capitalise on opportunities for innovation, including the use of data and new and emerging vehicle technology:			
15	We will work with its key partners, including vehicle manufacturers and the Government, to capitalise on opportunities for innovation, including the use of data and new and emerging vehicle technology.	Ongoing	As a result of an open R&D procurement on connected vehicle data for road risk modelling, we are working in partnership with Daimler. We are evaluating how the model they have developed from their connected vehicle data can provide valuable insight into high-risk locations on the road network. This has been published online.
Action 16: TfL will establish a stakeholder advisory panel to oversee implementation of this plan:			
16	We will establish a Vision Zero Reference Group to oversee implementation of the Vision Zero Action Plan.	Complete	The Vision Zero reference group is established and now meet three times a year.
Action 17: TfL will work with the UK Government and the European Commission to seek additional powers necessary to effectively tackle road danger in London, now and in the future:			
17	We will work with the UK Government and the European Commission to ensure it has all the tools needed to effectively tackle road danger in London, now and in the future	Ongoing	Working closely with Government, we are supporting the DfT's Road Safety Action Plan (RSAP). Together they will identify those areas where their joint effort will have the greatest effect, and where changes made at central government level will make it easier for local government to meet the targets of the RSAP.
New actions:			
35	Bring together Original Equipment Manufacturers, innovators and key stakeholders during 2022 to focus on how innovation through emerging technologies could be applied in vehicles to support our road safety objectives.	New	
36	Publish analysis in 2022 describing how unequal road outcomes manifest among different demographics and communities, to share with boroughs and other stakeholders. Incorporate this in the public road safety dashboard. Identify deprived and vulnerable communities with the poorest road safety records and share that information with boroughs and other stakeholders.	New	

About TfL

Part of the Greater London Authority family led by Mayor of London Sadiq Khan, we are the integrated transport authority responsible for delivering the Mayor's aims for transport.

We have a key role in shaping what life is like in London, helping to realise the Mayor's vision for a 'City for All Londoners'. We are committed to creating a fairer, greener, healthier and more prosperous city. The Mayor's Transport Strategy sets a target for 80 per cent of all journeys to be made on foot, by cycle or using public transport by 2041. To make this a reality, we prioritise health and the quality of people's experience in everything we do.

We manage the city's red route strategic roads and, through collaboration with the London boroughs, can help shape the character of all London's streets. These are the places where Londoners travel, work, shop and socialise. Making them places for people to walk, cycle and spend time will reduce car dependency and improve air quality, revitalise town centres, boost businesses and connect communities.

We run most of London's public transport services, including the London Underground, London Buses, the DLR, London Overground, TfL Rail, London Trams, London River Services, London Dial-a-Ride, Victoria Coach Station, Santander Cycles and the Emirates Air Line. The quality and accessibility of these services is fundamental to Londoners' quality of life. By improving and expanding public transport, we can make people's lives easier and increase the appeal of sustainable travel over private car use.

We are moving ahead with many of London's most significant infrastructure projects, using transport to unlock growth. We are working with partners on major projects like Crossrail 2 and the Bakerloo Line Extension that will deliver the new homes and jobs London and the UK need. We are in the final phases of completing the Elizabeth line which, when open, will add 10 per cent to central London's rail capacity.

Supporting the delivery of high-density, mixed-use developments that are planned around active and sustainable travel will ensure that London's growth is good growth. We also use our own land to provide thousands of new affordable homes and our own supply chain creates tens of thousands of jobs and apprenticeships across the country.

We are committed to being an employer that is fully representative of the community we serve, where everyone can realise their potential. Our aim is to be a fully inclusive employer, valuing and celebrating the diversity of our workforce to improve services for all Londoners.

We are constantly working to improve the city for everyone. This means freezing TfL fares so everyone can afford to use public transport, using data and technology to make services intuitive and easy to use, and doing all we can to make streets and transport services accessible to all. We reinvest every penny of our income to continually improve transport networks for the people who use them every day.

None of this would be possible without the support of boroughs, communities and other partners who we work with to improve our services. We all need to pull together to deliver the Mayor's Transport Strategy; by doing so we can create a better city as London grows.

