

## London & Vision Zero

### Background to the Evolution of Policy.

In December 2015 the debate about Vision Zero in London began to move forward when Val Shawcross (then a GLA Assembly Member) proposed a motion in the Assembly to adopt a Vision Zero approach to road danger. This was agreed unanimously with the aim in the longer term that “death and injury on our roads can be avoided if a serious effort is made to tackle the causes of the problem”. There were particular mentions in the Vision Zero motion that the Assembly adopted of the need to increase protection for those who are walking and cycling owing to the inherent dangers they face. Once Val Shawcross was appointed as Deputy Mayor for Transport (mid-2016) in Sadiq Khan’s Mayoral administration, road safety policy in London will move towards a Vision Zero approach (which in the longer term aims for no serious and fatal casualties on the roads).

The draft Mayor’s Transport Strategy<sup>[27]</sup>, outlined the Vision Zero approach that would be taken to road safety and Policy 2 stated that “The Mayor’s aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London’s streets by 2041”. At the heart of this approach would be reducing the danger posed by motor vehicle journeys by focusing on:

- Safe speeds – lowering speeds is fundamental to reducing road danger because a person is five times less likely to be fatally injured if hit at 20mph than at 30mph
- Safe street design – ensuring all transport infrastructure projects in London contribute to reducing road danger; attention will focus particularly on areas of highest risk such as busy junctions and roundabouts
- Safe vehicles – making sure those vehicles that need to use London’s streets are as safe as possible
- Safe people – improving the behaviour of all road users, especially drivers of motorised vehicles, will help make the city a safer place and encourage more people to walk and cycle.

This would be achieved by:

- Introducing lower speed limits and by improving compliance with speed limits through enforcement, information and appropriate training.
- Introducing road danger reduction measures at locations that pose the highest risk to vulnerable road users.
- Working to ensure that vehicles driven on London’s streets adhere to the highest safety standards, starting with a new Direct Vision Standard for HGVs. TfL will develop a new Bus Safety Standard which will be introduced across the city’s entire bus fleet featuring design and technological measures to protect passengers and other road users.
- Launching a programme of training, education and (working with the police) enforcement activities to improve the safety of vulnerable road users, including the development of a new London Standard for motorcycle training.

This approach was confirmed in the adopted Mayor's Transport Strategy<sup>[28]</sup> which was published in March 2018 and further details was provided in the Vision Zero Action Plan<sup>[29]</sup> in July 2018. This sets the details of the plan that the GLA and TfL are working to. The core targets for this are:

- By 2022, 65% fewer people will be killed or seriously injured against 2005-09 levels AND 70% fewer people killed or seriously injured in, or by, London buses against 2005-09 levels.
- By 2030, 70% fewer people killed or seriously injured against 2010-14 levels AND no one will be killed in, or by, London buses. By 2041, all deaths and serious injuries from road collisions will be eliminated from London's streets by 2041.

In broad terms this will be achieved by a combination of:

**Safe speeds**- encouraging speeds appropriate to the street.

**Safe streets**- designing an environment forgiving of mistakes.

**Safe vehicles**- reducing risk posed by the most dangerous vehicles.

**Safe behaviours**- improving the behaviours of people using our roads.

**Post-collision response**- learning from collisions and improving justice and care for victims.