



AVZ London Borough Vision Zero Road Danger Best Practice resource (a work-in-progress)

Obviously, TfL and the GLA have a leading role to play in delivering Vision Zero in London but these are the policies that we would like to see the London Boroughs including in their transport policies to support GLA/TfL Vision Zero targets¹. This page summarises the priority areas; the following pages provide more detail.

Priority Road Danger Reduction areas and policies

Area	Key borough policies
1. Less Speed	<ul style="list-style-type: none"> • Default 20mph limit. • Monitor and report on vehicle speeds (and compliance with speed limits). • Where vehicle speeds remain high, increase compliance through engineering (calming) and street design. • Borough should be requesting enforcement from Met Police in high-speed locations. • Develop speed management programmes. • Fit speed limiters (ISA) on council fleets and through procurement contracts.
2. Less Injury and Intimidation	<ul style="list-style-type: none"> • Measure perceptions of danger (people need to feel safe to walk and cycle). • Tackle dangerous junctions: single stage, direct pedestrian crossings; reduce wait-to-cross times; frequent formal crossings; signalised junctions should have a pedestrian phase on all arms of the junction; closure of side roads; crossings by bus stops. • Safe town centres: Reduce capacity on main roads – no more than a single carriageway for general traffic; wide accessible pavements with drop kerbs at all junctions/crossings.
3. Less Traffic	<ul style="list-style-type: none"> • Borough-wide small-area controlled parking zones (CPZs). • Emissions/size/weight-based parking charges. • Restrict through traffic on neighbourhood streets (LTNs).
4. Sustainable travel and climate resilience	<ul style="list-style-type: none"> • Protected cycle lane network on main roads. • Develop kerbside strategy and sustainable freight strategy. • Roll-out School Streets BUT need the whole journey to school to be safe.

¹ <https://content.tfl.gov.uk/vision-zero-action-plan-progress-report-2021.pdf>

Key VZ RDR areas and policies in London borough transport plans/strategies

Area/Issue	Policy	Note/Example
1. Less Speed		
A. Speed Limits		
Speed limits	Borough-wide 20mph default speed limit.	As of February 2023, 13 boroughs did not have 20mph as default speed limit, and five boroughs had less than 10% of their roads 20mph. See London Healthy Streets Scorecard for more information.
Road design	Design for a max speed 20mph (not average)	
B. Compliance/enforcement		See TfL's Achieving lower speeds: a toolkit
Programme	Develop programme of speed management, including improving compliance with 20mph limits on borough and TfL roads (ref TfL Lowering Speeds Toolkit ²).	Camden Road Safety Plan (2019) <i>Camden has a data-led system to target staged interventions at locations with speeding issues to encourage compliance with the borough-wide 20mph speed limit. Each year in April, traffic speed and volume surveys are carried out at 125 'core' locations and the data used to create a prioritisation table of locations with the highest average speeds. (p4-6)</i> Where calming is used, in key locations, replace sinusoidal humps with raised tables that can also serve as pedestrian crossings thus creating additional informal crossing points for pedestrians.
Monitoring	Speed monitoring - Report compliance with borough-wide 20mph speed limit. Data gathering on speeds can now also be done by individuals using the SpeedcamAnywhere mobile phone app ³ .	
Physical measures	Where calming is used, specify 100mm high full-width sinusoidal humps (avoid the use of speed cushions which are far less effective in reducing vehicle speeds).	

² <https://content.tfl.gov.uk/achieving-lower-speeds-toolkit.pdf>

³ <https://speedcamanywhere.com>

Area/Issue	Policy	Note/Example
Enforcement requests	Enforcement: Ensure that the borough is submitting speed enforcement requests to the Metropolitan Police for its new LaserCam4 mobile speed cameras ⁴ .	
Local council enforcement	Monitor progress and outcome of Wandsworth Council speed cameras trial ⁵ and assess for use in the borough.	
Community Road Watch (CRW)	Support/take part in local Community Road Watch programmes	
Fitting speed limiters on council and contract vehicles fleets.	(Retro-)fit council and (through procurement contracts) contractor vehicles (inc Car Club cars and vans) with mandatory Intelligent Speed Assistance (ISA) ⁶ .	
2. Less Injury and Intimidation		
Set casualty reduction targets	States borough's casualty reduction targets and current progress towards them. TfL London Borough MTS Dashboard (updated December 2022) has targets and latest performance by borough ⁷ .	<u>Southwark Council Sustainable Transport Strategy (Dec 2022)</u> We support the Vision Zero ambition in the Mayor's Transport Strategy that there should be zero deaths or serious injuries on borough roads. <u>Lambeth Kerbside Strategy (Jan 2023)</u> 100% reduction in fatal and serious collisions 2030 Camden All deaths and serious injuries from road collisions to be eliminated from London's streets by 2041
Being and feeling safe	Commit to improving perception of safety.	<u>Southwark Council Sustainable Transport Strategy (Dec 2022)</u> <i>We will improve road safety, including the perception of safety, to achieve Vision Zero</i>
Danger at source	Tackle danger at source (focus on vehicles involved rather than casualty type).	

⁴ <https://content.tfl.gov.uk/vision-zero-action-plan-progress-report-2021.pdf> (Action 18 page 26)

⁵ <https://actionvisionzero.org/2022/12/07/avz-blog-dec22-wandsworth-council-speed-camera-pilot/>

⁶ <https://t.co/Hi0bulBvTw>

⁷ <http://planning.data.tfl.gov.uk/LIP3%20MTS%20outcomes%20borough%20data%20pack%20-%20Dec%202022.xlsx>

Area/Issue	Policy	Note/Example
Dangerous junctions	Delivery (with TfL) of the Safer Junctions programme to address dangerous junctions.	<u>Lambeth Kerbside Strategy (Jan 2023)</u> Parking restrictions are used to ensure sight lines are maintained at all junctions Camden--rolling program to ban parking and waiting within 10m of junctions (Junction Protection program).
HGVs	FORS/CLOCS/DVS.	All Camden contracts require FORS Silver and CLOCS
HGV restrictions	Restrictions on roads that HGVs have access to.	
Staff training	Develop a programme of staff training on Road Danger Reduction ⁸ (RDR).	
Under-reporting	Acknowledge under-reporting and that casualties are much higher than those reported to police.	<u>Southwark Council Sustainable Transport Strategy (Dec 2022)</u> Traffic injuries are significantly underreported to the police. ⁴² Self-reported injuries are around five times higher than those recorded by the police. For cyclists, the under-reporting to the police is even higher at almost seven times, double the rate for motorcyclists or pedestrians.
Electronic advertising	Discourage or not allow electronic advertising boards, especially at junctions owing to the distraction caused to drivers.	
3. Less motor vehicle travel⁹		
A. Traffic reduction - targets	Report progress towards the Mayor of London's (January 2022) target of 27% reduction in traffic volumes (from 2018 levels) by 2030.	<u>Lambeth Kerbside Strategy (Jan 2023)</u> -27% reduction in vehicles kilometers driven by 2030 to meet climate targets
B. Parking		<u>Southwark Council Sustainable Transport Strategy (Dec 2022)</u> <i>The easier it is to park the more people drive, as the availability of car parking is the strongest factor for people deciding whether to drive or not³⁵. Cars are typically in use for 4% of the time and are thus parked for 96% of the time.</i>
Controlled Parking Zones (CPZ)	Deliver borough-wide programme of small-area controlled on-street parking (CPZs).	Small local CPZs are needed rather than not one boroughwide CPZ where residents with a permit can park anywhere in the borough.
Kerbside	Allocate at least 25% of borough's kerbside towards sustainable uses such as cycle parking, trees, parklets and mobility hubs.	<u>Lambeth's Kerbside Strategy (Jan 2023)</u> <i>Climate Action Plan (CAP) agreed that we will allocate 25% of this space to support resilience to climate change</i>

⁸ <https://rdf.org.uk/road-danger-reduction/>

⁹ The link between motor traffic volumes and road casualties is explored here: <https://actionvisionzero.org/what-to-campaign-for/less-traffic/>

Area/Issue	Policy	Note/Example
Cycle parking provision	Deliver residential and on-street cycle parking based on need/demand.	
Cycle parking cost	Ensure cycle parking cost is below that for resident car parking.	<u>Lambeth Kerbside Strategy (Jan 2023)</u> A bike hangar space will always be cheaper than a resident parking permit
Electric vehicles		<u>Southwark Council Sustainable Transport Strategy (Dec 2022)</u> <i>Electric Vehicles...can also emit a greater amount of more toxic particulates from brake and tyre wear because they are heavier vehicles³⁷. Their increased weight (on average 25% heavier than a normal car) can cause greater injuries to other road users and more damage to roads. Emissions from EVs are dependent upon clean energy generation and have massive resource implications in their production and at their disposal. Therefore, the transition to EVs should only form a limited part of the solution where vehicle trips are essential</i>
Car free development	Presume car-free development (planning policy).	Camden planning policy since 2017
Parking charges	Charge for car parking by emissions and size and weight of vehicle. Supplementary charges for parking multiple vehicles on street.	<u>Lambeth Kerbside Strategy (Jan 2023)</u> Kerbside Pricing Principles <ol style="list-style-type: none"> 1. If your vehicle produces more greenhouse gases, you should pay more 2. If your vehicle produces more exhaust or non-exhaust pollutants, you should pay more 3. If your vehicle takes up more space and increases congestion, you should pay more. Camden has similar policy, with higher and escalating charges for bigger and polluting vehicles (thus promoting the use of lightweight vehicles). Raising the cost of ownership of second and third cars.
Estate parking	Charge for parking on estates.	Ensure that vehicles parked on estates are part of the on-street residential parking charging.
Workplace parking levy	Consider a workplace parking levy.	Camden expects to trial scheme in 2023.
Low Traffic Neighbourhoods (LTNs) – removing through traffic from neighbourhood streets	Develop and deliver a borough-wide programme of LTN/Liveable Neighbourhood schemes with the initial focus on high need areas (eg/ie areas with high levels of deprivation and health challenges) ¹⁰ owing to their significant benefits in reducing road casualties ¹¹ .	Hackney, Islington

¹⁰ content.tfl.gov.uk/lsp-app-six-b-strategic-neighbourhoods-analysis-v1.pdf

¹¹ <https://findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries?s=03>

Area/Issue	Policy	Note/Example
Street design	In new developments, remove through traffic from new developments; design new streets to recognise climate change objectives (reduce motor vehicle capacity, slow streets (design speed max 10mph?), continuous tree canopy, SUDS).	
Modal filters	Favour physical filters over ANPR cameras (especially on minor neighbourhood roads).	
Plus		
Council travel policy	Local/staff travel policy to discourage private motor vehicle trips.	
Road user charging	Confirm support for London-wide SMART road user charging.	
Sustainable freight framework	Develop and deliver a sustainable freight framework (that the private sector can/will largely deliver) with focus on regeneration projects.	<u>Lambeth Kerbside Strategy (Jan 2023)</u> <i>All local high streets have access to a shared electric van.</i>
4. Sustainable travel and climate resilience		
Achieving sustainable modeshare targets.	Report borough's Mayor's Transport Strategy (MTS) 2041 Sustainable Modeshare targets and progress towards it ¹² .	<u>Lambeth Kerbside Strategy (Jan 2023)</u> 85% of trips made by active travel or public transport. <u>Camden Road Safety Plan (2019)</u> 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.
Protected cycle lanes	Build protected cycling infrastructure on borough main roads and TLRN ¹³ (TfL managed roads).	Camden has ambitious programme. Up from 8 to 29km 2019-2022. Avoid putting cycle lanes on shared footways. Better to develop alternative routes.
Safe routes to school	Develop a network of safe routes to school – supported by School Streets roll-out borough-wide.	
Pedestrian junction crossings	Commit to a programme of safe junctions with: <ul style="list-style-type: none"> • safe & direct crossings (not staggered crossings) • sufficient time to cross • lowered wait to cross times 	Potential for footways continuous over minor road junction in key locations (eg town centres); in the longer-term, based on DfT approval,

¹² <http://planning.data.tfl.gov.uk/LIP3%20MTS%20outcomes%20borough%20data%20pack%20-%20Dec%202022.xlsx>

¹³ <https://tfl.gov.uk/ruc-cdn/static/cms/documents/red-route-pan-london-lohac-map.pdf>

Area/Issue	Policy	Note/Example
	<ul style="list-style-type: none"> • no missing pedestrian crossings on any arms (working with TfL). • ban on parking and waiting within 10m of junctions • Pedestrian priority traffic signals 	<p>opportunities for zebra crossings over side roads (Manchester Side Road Zebras¹⁴)</p> <p>Camden’s Junction Protection policy is a rolling program to address parking and waiting close to junctions.</p> <p>The signals give priority to people walking, showing them a continuous green signal until a vehicle is detected approaching. Some are sited on the TLRN and others on quieter borough roads including in Sutton, Hillingdon, Hounslow, Newham and Southwark. By February 2022, there were 18 pedestrian priority crossings in London with more currently planned. Research has found that they reduce journey times for people walking and made it easier and safer for them to cross. They make it more likely that pedestrians will wait until the green man appears before crossing (TfL, 2022)</p>
Raised crossings	Use raised crossings.	Lambeth Kerbside Strategy (Jan 2023)
Pavement width	Adopt minimum 2m pavement width.	City of Westminster
Cycle training	Commit to and set target for adult and child cycle training (inc. post collision).	Lambeth Kerbside Strategy (Jan 2023)
Cycle parking	Cycle parking—targets needed to address backlog and help tackle cycle theft/crime.	Lambeth Kerbside Strategy (Jan 2023)
Sustainable freight - Cargo bikes	Reducing motor vehicle delivery journeys with sustainable freight.	<p>Lambeth Kerbside Strategy (Jan 2023) <i>Shared cargo bikes ..no more than 5 minutes walk of all households</i></p> <p>All local high streets have a share cargo bike hire service.</p>
Green streets	Green streets: appropriate trees; biodiversity corridors; parklets; noise reduction; SUDS.	<p>Lambeth Kerbside Strategy (Jan 2023) <i>A new design standard for driveway “crossovers” so they have much less impact on pavements.</i></p> <p><i>All residents have the opportunity to apply for a parklet on their street, where the use of that parklet supports the kerbside priorities.</i></p> <p><i>A tree every 25m on every Lambeth street enabled by the kerbside</i></p>

¹⁴ <https://beeactive.tfgm.com/walking/side-road-zebras/>

Area/Issue	Policy	Note/Example
Pedestrian priority	Identify streets/locations for car-free/car-lite/pedestrianisation across borough (prioritising congested locations/high levels of deprivation/higher levels of use by disabled people).	
Accessible pavements	Deliver accessible pavements (with initial focus on high streets, public transport stops and schools): focus on personal safety; places to rest; cutting clutter; wide, even pavements; accessibility needs of disabled people (eg through consistent drop kerbs).	<i>Lambeth Kerbside Strategy (Jan 2023) Places to stop and rest will be available on every street in Lambeth and dropped kerbs at all junctions</i>
Safe and efficient bus lanes	Expand length of main roads with bus lanes. Support move to bus lanes operating 24/7. Restrict bus lanes on borough roads to buses and cycles, not motorcycles.	
Behaviour change	Behaviour change initiatives should be no greater than 20 per cent of a borough's Safer Corridors & Neighbourhoods allocation in a LIP.	TfL (2022) Guidance on developing borough Healthy Streets delivery plans 2023/24- 24/25

Key references

[Camden Transport Strategy 2019-2041, Healthy Streets, Healthy Travel, Healthy Lives, Road Safety Action Plan \(2019\)](#)

[Hackney's Transport Strategy 2015-25](#)

[Lambeth Kerbside Strategy \(Jan 2023\)](#)

[Southwark Council Sustainable Transport Strategy \(Dec 2022\)](#)

[Southwark Council Streets for People \(Dec 2022\)](#)

[TfL \(2019\) Achieving lower speeds: the toolkit](#)