

Action Vision Zero Manifesto

Mayoral Election 2021: Reaffirming London's commitment to Vision Zero

- 1.** **Healthy and safe high streets and town centres;** these are where a large proportion of injuries to people walking and cycling happen.
- 2.** **Lower speeds.** Moving to a default 20mph speed limit across London and using this to ensure that roads, streets and neighbourhoods are safe for all.
- 3.** **Roads Policing.** Focusing on reducing road danger and the "high harm" offences; increased speed enforcement and enabling widespread third-party reporting of driving offences.

London's Vision Zero goal - that by 2041 no one will be killed or seriously injured on its roads - is closely linked to wider policies to reduce traffic, improve air quality, reduce climate changing emissions, create active neighbourhoods and ensure economically vibrant town centres and high streets. These policies can work together to dramatically improve the quality of life for those who live, work in and visit the city.

London is already some way behind its first interim Vision Zero target: that, by 2022 the number of people killed and seriously injured on London's roads will have fallen by 65% from the average for the years 2005 to 2009. Action Vision Zero asks all Mayoral candidates to reaffirm their support for Vision Zero, their commitment to achieve the 2022 target and to pledge to:

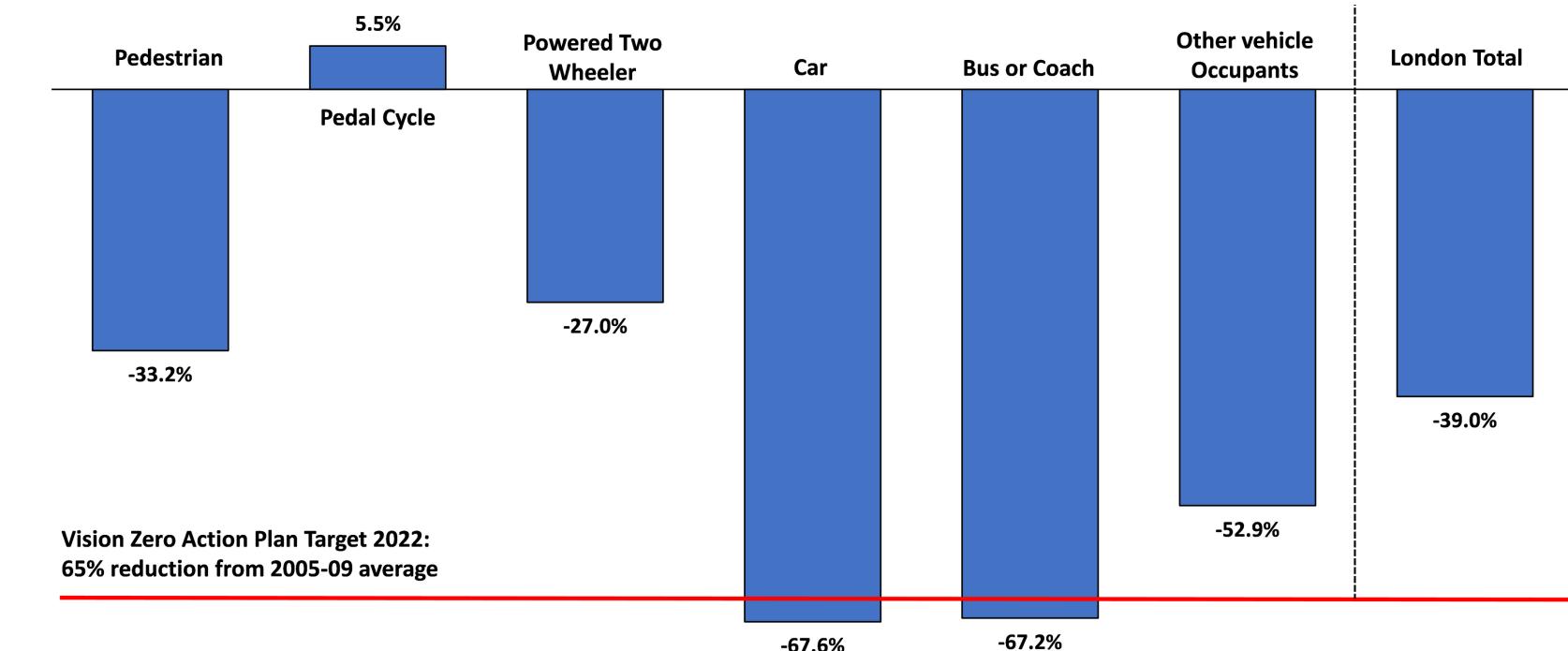
- 4.** **Less traffic.** Reducing traffic volumes is a key part of Vision Zero; London should commit to road pricing for motor vehicle journeys by the end of the next Mayoral term.
- 5.** **Active neighbourhoods.** To combat the growth of injuries on London's neighbourhood streets, we need a comprehensive programme of Low Traffic Neighbourhoods to remove through traffic.

Progress on Vision Zero in London

We are now just two years away from the first target in the TfL Vision Zero Action Plan* that, by 2022, the number of people killed and seriously injured on London's roads will have fallen by 65% from the average for the years 2005 to 2009.

London is currently a long way off reaching that 2022 target and the next Mayor needs to take urgent action to get us back on track.

TfL's latest full-year data from 2019 shows that casualties amongst vehicle occupants are close to or already exceed the 2022 target; however, progress is lagging for pedestrians, people cycling and motorcycle riders. Since these groups make up such a large proportion of the total numbers killed and seriously injured on London's roads, overall, London is behind its 2022 target (-39% compared with the -65% target).



While safety has improved for those inside vehicles, progress has been slower for those on the outside. Recent research by PACTS** has shown just how many of those who are injured while walking and cycling are struck by users of cars, lorries, vans and motorcycles.

* content.tfl.gov.uk/vision-zero-action-plan.pdf

** <https://www.pacts.org.uk/2020/11/pacts-report-what-kills-most-on-the-roads/>

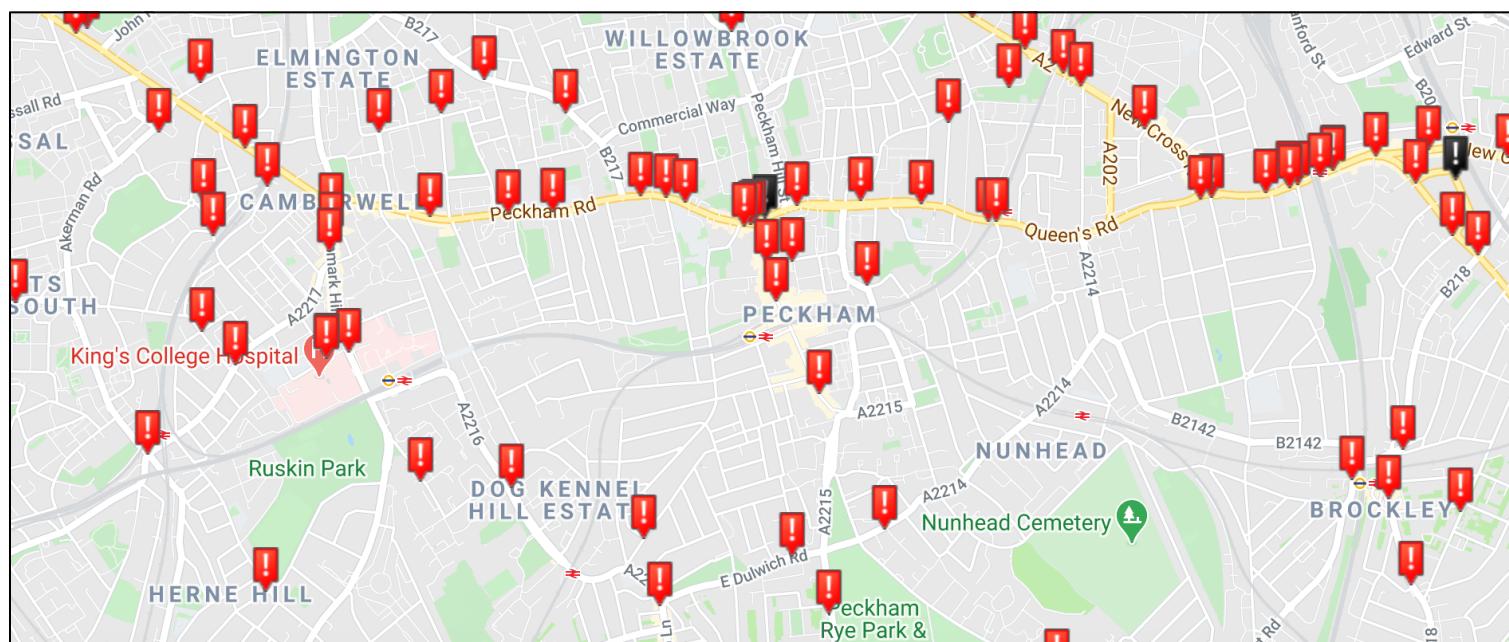
Where people walking, cycling and riding motorcycles are most at risk

Main roads carry a large proportion of traffic but are where people are most likely to be injured; they need to be made safe for all users. Focusing action on these strategic routes to make them safe can have a disproportionate impact in reducing serious injuries:



Pedestrians

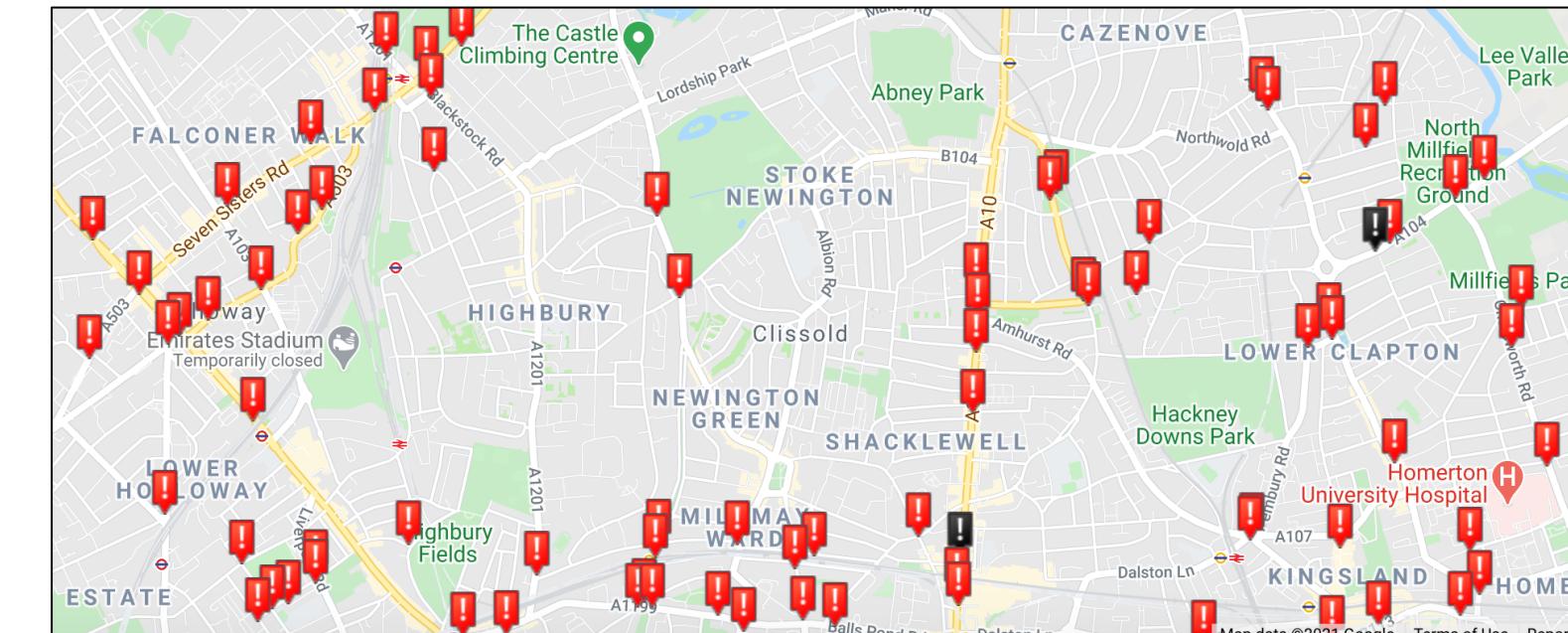
- Together the 'A' and 'B' roads (15% of all London roads by length) are responsible for 69% of serious and fatal injuries to people on foot.
- There is a particular concentration in town centres and along high roads which also act as linear shopping streets. Pedestrians are especially exposed to danger from motor vehicles owing to the need to cross the road.



Serious and Fatal Pedestrian Casualties (2017 to 2019) – www.crashmap.co.uk

Cyclists

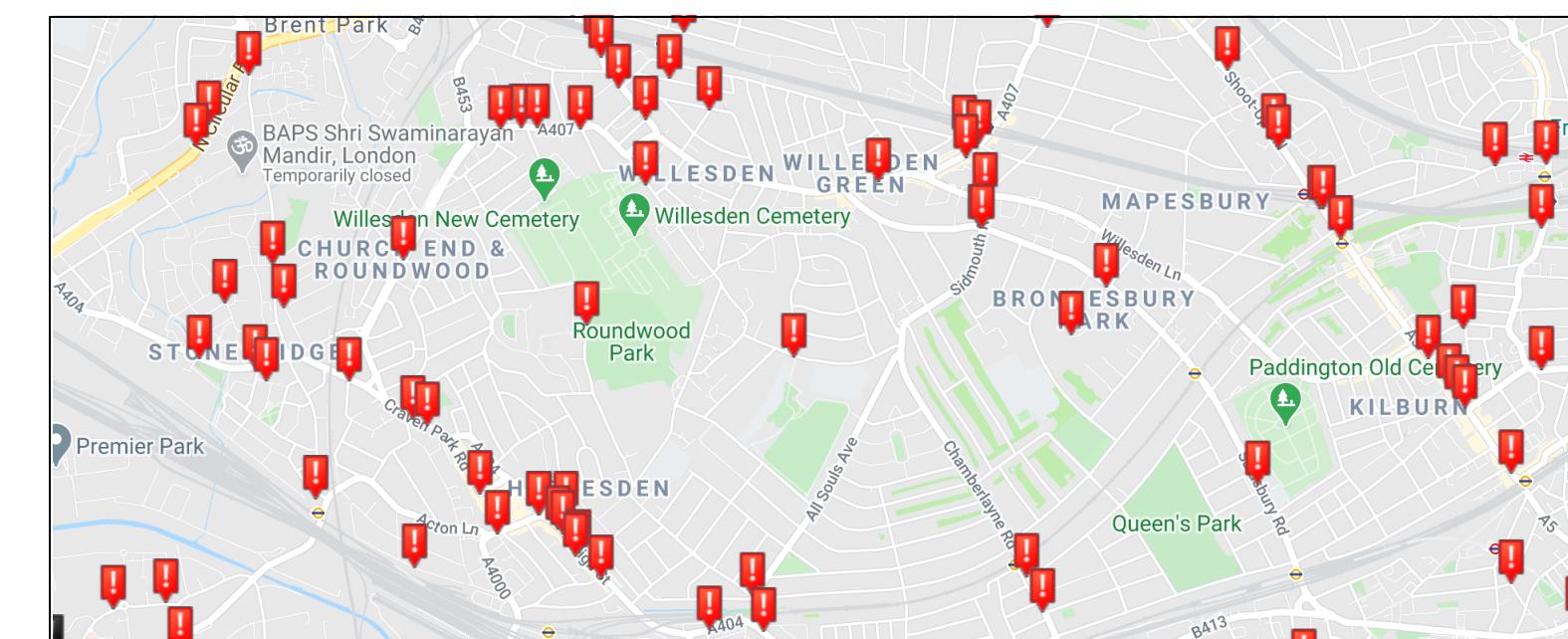
- Together the 'A' and 'B' roads are responsible for 71% of serious and fatal cycling injuries.



Serious and Fatal Cycling Casualties (2017 to 2019) – www.crashmap.co.uk

Motorcyclists

- Together the 'A' and 'B' roads are responsible for 77% of serious and fatal injuries to motorcycle riders. Some 36% of serious and fatal injuries to motorcycle riders occur on the TfL controlled Red Route network (TLRN).

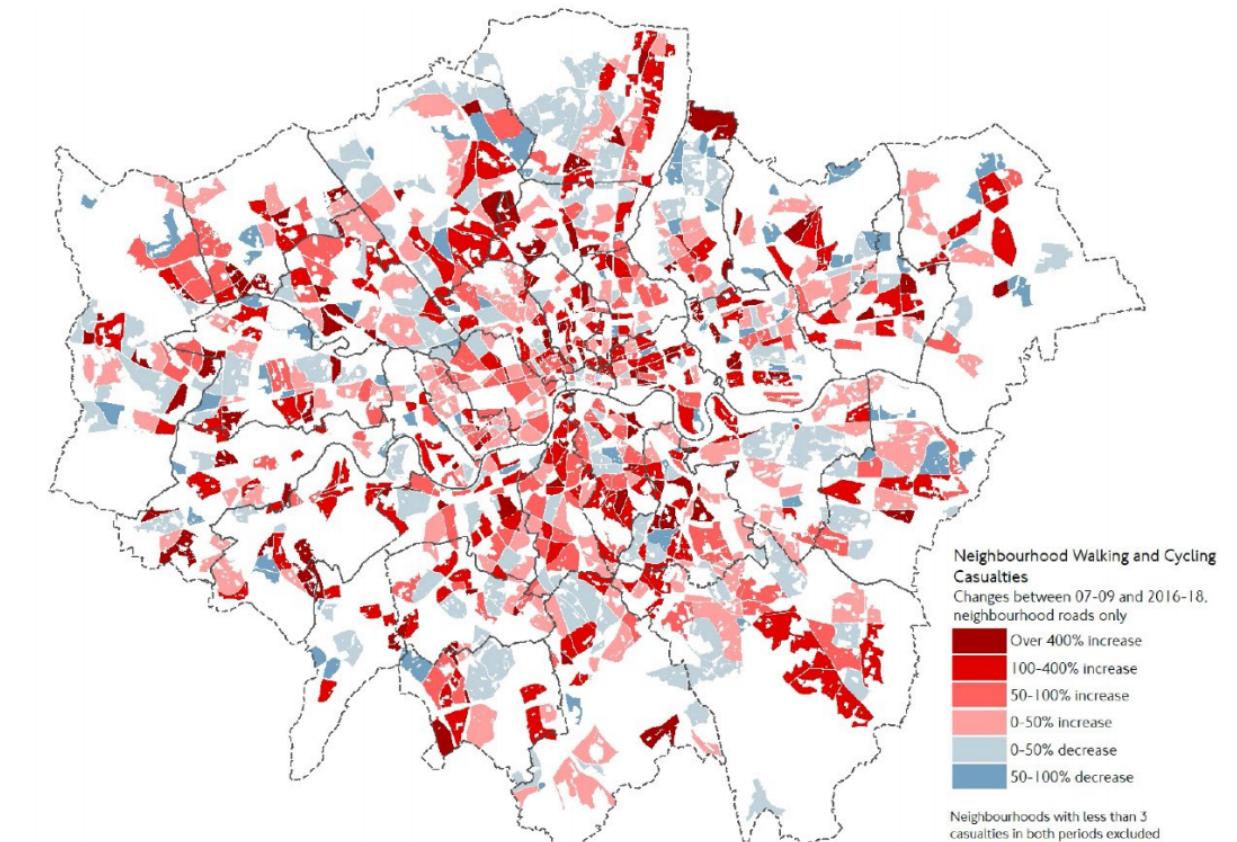


Serious and Fatal Motorcycle Casualties (2017 to 2019) – www.crashmap.co.uk

Recent research on road danger

- **Neighbourhood roads.** There has been a large increase in the proportion of casualties on London's neighbourhood (Unclassified) roads as traffic is increasingly able to navigate routes through residential areas with the advent of Sat-Nav technology. For pedestrians, on average 20% of all serious and fatal casualties occurred on Unclassified roads in the years 2017 to 2019 compared to averaging 15% between 2005 and 2009.
- While traffic volumes on London's "A" and "B" roads have been in decline, they have risen by more than 70% on "C" and Unclassified roads since 2009*. The map illustrates just how many neighbourhood areas have experienced increases in casualties amongst people walking and cycling over the past decade. They need to become safe places for people and the communities they live in.

Figure 8.13 Walking and cycling casualties on neighbourhood roads, 2016-18 average vs 2007-09 baseline.



Source: TfL Safety, Health and Environment. Based on STATS 19.

Travel in London 13 (Fig 8.13)

* <https://roadtraffic.dft.gov.uk/regions/6>

** <https://londonroadsafetycouncil.org.uk/injury-risk-significantly-higher-when-driving-for-work/>

*** content.tfl.gov.uk/travel-in-london-report-13.pdf

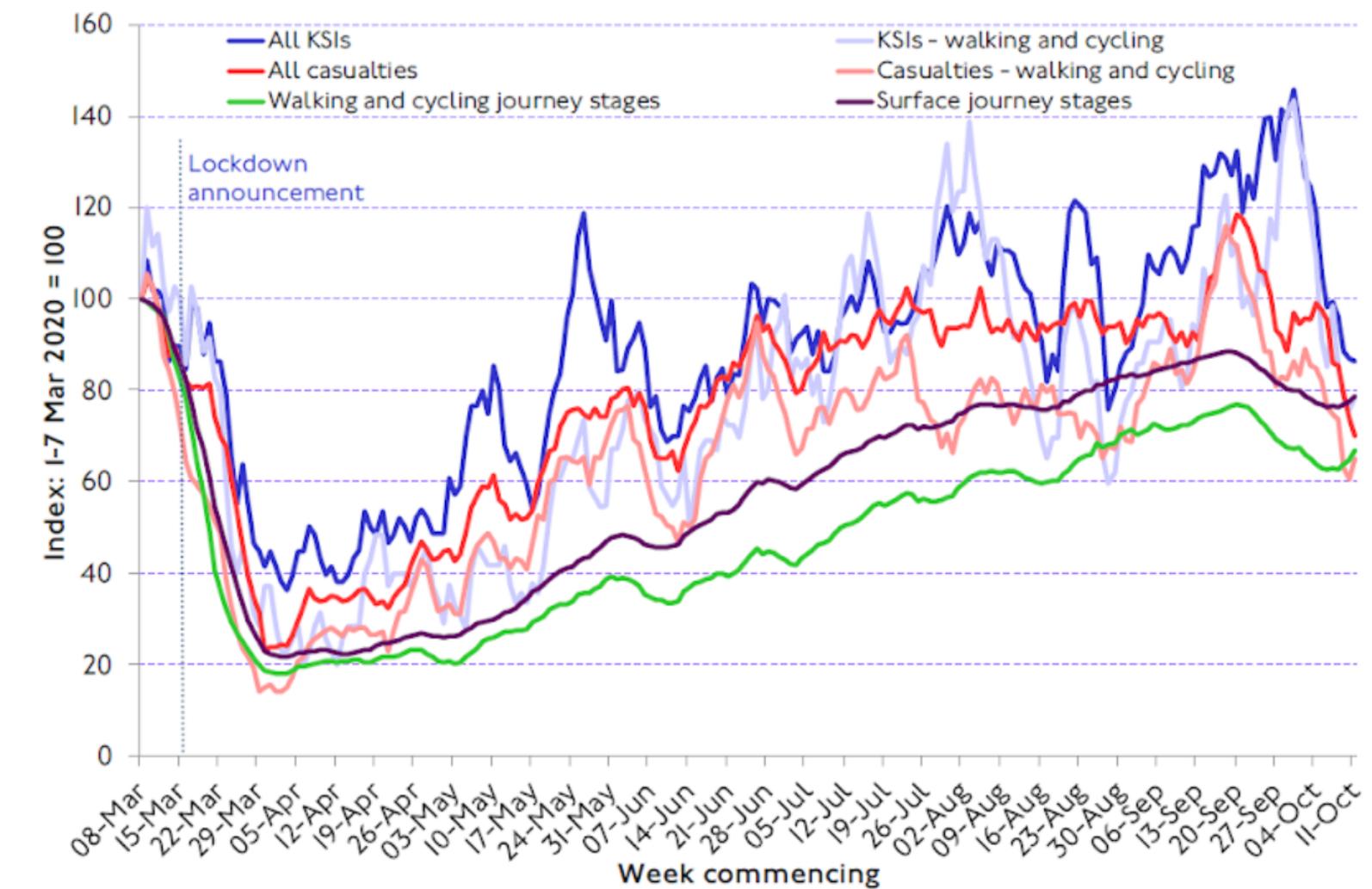
- **Working vehicles.** Research by UCL Centre for Transport Studies** shows that across Great Britain around 1 in 3 road deaths, 1 in 5 seriously injured casualties and 1 in 4 casualties of all severities involve someone driving for work. The study estimates that 39% of killed pedestrians were hit by a working driver. The risk that working drivers pose is also highlighted by the increase in the volume of Light Goods Vehicles (LGVs) in recent years. TfL's Travel in London report 13*** shows that volumes of van traffic have increased by 29% between 2001 and 2019 at the London boundary cordon.

Lessons from the Pandemic

There have been a number of lessons from the pandemic around road danger.

- The pandemic has highlighted the importance of London's 200-plus town centres and high streets for shopping and services. This is likely to continue as the pandemic recedes and some people carry on spending more time working from home and shopping locally.
- More evidence is arriving of the potential role of traffic reduction to support Vision Zero goals. The TfL provisional road casualty figures for Jan-Jun 2020 (which includes the first lockdown) shows* year-on-year falls in road casualties of 36% compared with the same period in 2019. Declines were particularly high for pedestrians (-43%) but lower for people cycling (-16%) (potentially because many people took up cycling at that time).
- TfL had already stated** that inappropriate speed is a factor in up to 37% of collisions resulting death or serious injury. TfL has also estimated*** that the rise in the severity of road casualties over the spring/summer 2020 (during the first lockdown) stemmed from an increase in average traffic speeds, as traffic levels and congestion fell, coupled with an increase in 'non-regular' drivers.
- Although road casualties in London appear to have fallen at a lower rate than overall traffic levels during the first lockdown, there are significant opportunities to reduce injury on our roads if traffic volumes can be reduced especially if compliance with speed limits can also be improved.

Figure 8.7 Selected casualty statistics and journeys, Mar-Oct 2020.



Source: TfL Safety, Health and Environment.

Note: These data are provisional. Collision records are subject to change and are amended based on revised collision details and further investigation. KSI data after June 2020 are subject to significant revision and should be regarded as indicative. I. The journey stages in the graph are estimated from proxy data and may not correspond with other data in this report.

* <https://bit.ly/2YKPUru> (TfL Vision Zero Dashboard)

** content.tfl.gov.uk/vision-zero-action-plan.pdf (3.1)

*** <https://tfl.gov.uk/cdn/static/cms/documents/board-20201209-agenda-papers-public-amended.pdf>

(Travel in London 13 Road danger and the pandemic)

Travel in London 13 (Fig 8.7)

Mayoral Elections 2021: Key Vision Zero calls

So, what does London need to do to get back on track? We want London's politicians to focus on healthy town centres, high streets and neighbourhood roads, to tackle speeding across London, to reduce traffic and ensure roads policing focuses on reducing road danger. The good news is that what is needed to make London's roads safe has a very close fit with other important issues. **What works to reduce danger on our roads also makes our air cleaner, reduces CO2 emissions and enables more people to be active by walking and cycling.**

We are calling for a **shift in the balance** between vehicles and people that will deliver safe roads and reduce casualties especially amongst those who are not protected inside a motor vehicle. We ask all politicians in the 2021 Mayoral elections to endorse the following calls:

1.

Healthy and safe high streets and town centres. London must redouble its efforts to create healthy town centres and high streets. A dedicated London Town Centre programme needs to link local economic vitality with a Vision Zero focus on low speeds, reducing capacity for private motor vehicles, safe crossings and junctions and protected cycling lanes along main roads. This programme should be linked to public transport use (as we emerge from the pandemic) and attractive environments for those on foot.

2.

Lower speeds offers the opportunity to reduce the numbers killed and seriously injured on our roads by almost two-fifths. London needs:

- A 20mph default speed limit. This requires TfL to use Local Implementation Plans to prompt the remaining boroughs to adopt 20mph limits and to swiftly introduce 20mph limits on all those parts of its own TLRN Red Routes where people and motor vehicle mix. Town centres and high streets should be a particular focus with consideration given to advisory 15mph limits where the numbers of pedestrians and people cycling are especially high.
- **Safe working vehicles** with a comprehensive package of measures including a London standard for working vehicles by 2024; a key requirement will be mandatory speed limiters on all working vehicles.

Mayoral Elections 2021: Key Vision Zero calls (continued)

3. Roads Policing. London should commit to:

- Harm reduction, with priority offences (speeding, drink/drug driving, careless driving, mobile phone use and uninsured vehicles) accounting for at least two-thirds of officer detected offences;
- Increased speed enforcement, particularly of 20mph limits;
- Transparency with quarterly road crime statistics published; and
- Demonstrate best practice with third-party reporting of driving offences, including providing feedback to those submitting footage.

4.

Less traffic. Traffic reduction must be acknowledged as a key tool in the Vision Zero armoury with the mode share targets set in the Mayor's Transport Strategy being an integral part of Vision Zero policies. Following the introduction of the expanded ULEZ in October 2021 and the potential for a London boundary charge, road pricing should be applied to all motor vehicle journeys by the end of the next Mayoral term.

5.

Active neighbourhoods. To combat the growth in casualties on neighbourhood streets, London needs a comprehensive programme of delivery of Low Traffic Neighbourhoods to remove through traffic. These have been proven to reduce road danger*. Priorities can be identified using the TfL Strategic Neighbourhood Analysis (June 2020)**. This can be supported by the London-wide roll out of the successful School Streets programme and increasing the use of controlled parking zones across the city.

* <https://findingspress.org/article/18330-the-impact-of-introducing-low-traffic-neighbourhoods-on-road-traffic-injuries>

** <https://tfl.gov.uk/cdn/static/cms/documents/lsp-app-six-b-strategic-neighbourhoods-analysis-v1.pdf>

Action Vision Zero helps communities campaign for safe roads and streets where people want to walk, cycle and spend time. Achieving a vision of zero fatal and serious road casualties is entirely possible in the long term, but requires a rethink of the balance between people and motor vehicles. This is critical, not just for our safety, but for social justice, increasing physical activity and mental health, reducing air pollution and slashing carbon emissions.

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