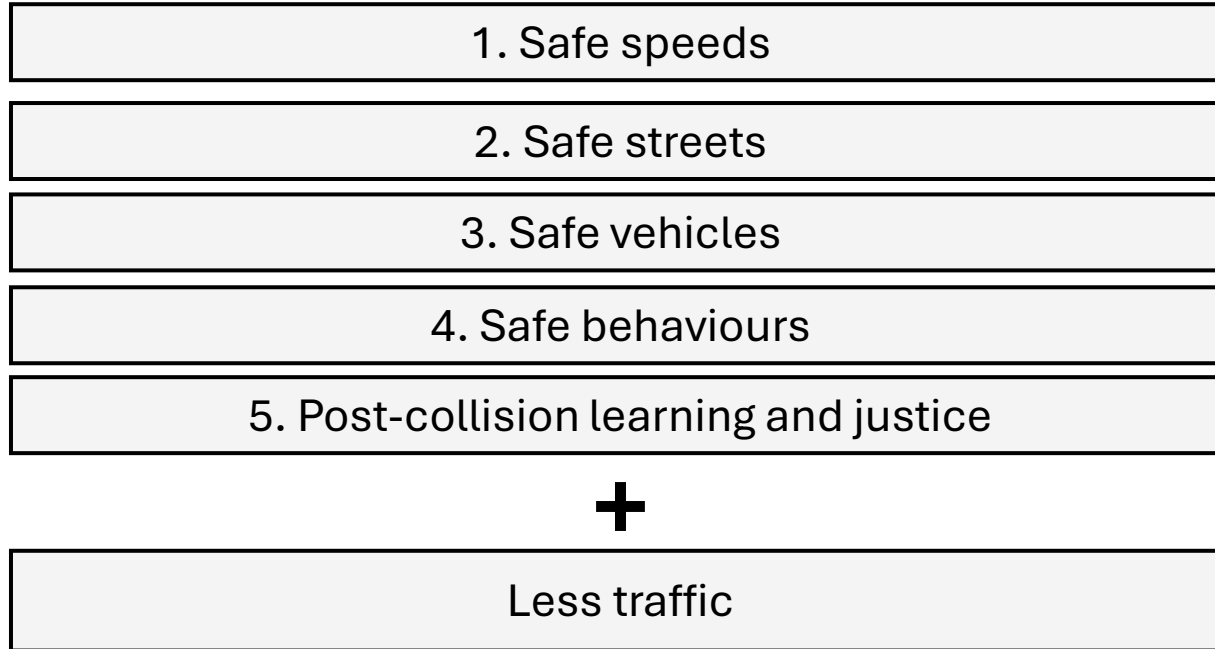


Vision Zero action plans need Traffic Reduction

Less traffic –TfL's Vision Zero Action Plan is based on the Safe System.

- In urban areas the Safe System on its own struggles to deliver Vision Zero. Reduction in traffic volumes are also needed.



Less traffic – how does this support Vision Zero?

- Researched by Todd Litman Victoria Transport Policy Institute in The New Traffic Safety Paradigm (1)
- “Exposure, in terms of total vehicle travel, is a risk factor to those both inside and outside the vehicles.”
- “Changes in per-capita vehicle travel are linked to comparable changes in per capita crash casualty rates”.

University of Lancaster in 2015 found that the London Congestion Charge resulted in “meaningful” reductions of traffic volumes and “substantial” and “significant” reductions in accidents and fatalities.

During the first three months after tolls were charged for driving in southern Manhattan in New York (Jan25), crashes declined 17% and casualties 22%.

NB early data.

Less traffic – other evidence of the link with road casualties.

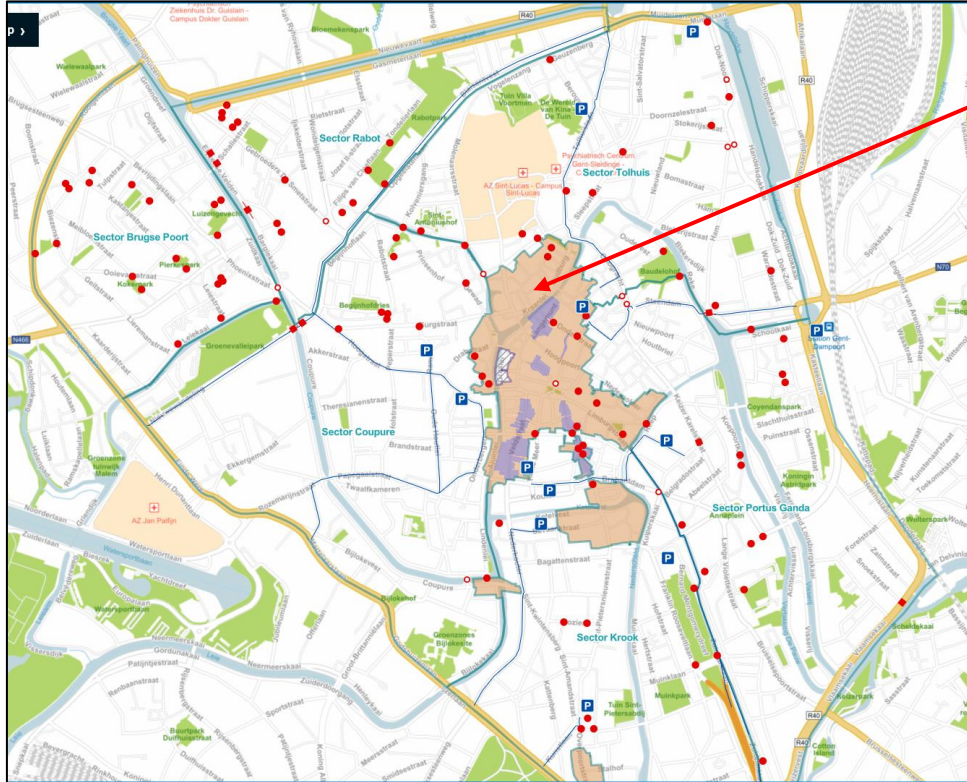
City	Stockholm (Congestion Tax, 2006)	Milan (road pricing)	Ghent (2017 Circulation Plan)	Oslo (car-free city centre strategy)
Reduction in traffic	20–25% reduction in traffic crossing the cordon	30% reduction in entering traffic	City-centre car traffic declined by around 25–30%	Estimated 10–15% reduction between 2015 and 2019
Reduction in casualties	Injury crashes reduced by 5–10%; serious injuries fell further over time	Injury collisions fell by around 20– 25% within the charging area	“Traffic accidents within the Ghent city ring fell by approximately 30– 40%”	Oslo achieved zero pedestrian and cyclist fatalities in both 2019 and 2023

Caveats/
Notes

NB collisions not casualties
AND circulation plan linked to
other traffic management
measures.

Traffic reduction only part of a
suite of policies to reduce
road danger across the city.

Less traffic – Ghent circulation plan



- Restricted traffic area/pedestrian area is extended
- City center is divided in 6 sections surrounding the restricted traffic area
- Transit traffic on important roads are prevented by closing streets for motorised vehicles
- Inner ring (R40) gets you from section to section.

Less traffic – part of a number of Vision Zero Action Plans

- A number of UK Vision Zero strategies recognise the significance of reducing traffic in their plans.

London – TfL Vision Zero Action Plan 2

- “To create safer streets, we must reduce traffic...and prioritise the movement of people over vehicles.”
- LTNs, car-lite town centres, school streets.

<https://content.tfl.gov.uk/vision-zero-action-plan-2.pdf>

Leeds Vision Zero 2040 Strategy

- Leeds ambition to ‘be a city where you don’t need a car.’
- Liveable neighbourhoods, pedestrian-only streets, school streets.

<https://www.leeds.gov.uk/plans-and-strategies/vision-zero-2040-strategy>

Less traffic – TfL Vision Zero Action Plan 2: Safe Streets (p54)

There is strong evidence on what makes our streets safer:

- Reducing traffic is linked to fewer people being killed or seriously injured. In Oslo, policies to reduce traffic in the city led to zero people killed while walking or cycling in 2019 and 2023⁵⁹

Oslo example of achieving Vision Zero (less traffic PLUS other measures)

- In London, Low Traffic Neighbourhoods (LTNs) have reduced the number of people killed or seriously injured by 37 per cent, and reduced risk across all modes without negative safety impacts on boundary roads⁶⁰

LTNs – removing through traffic (37% reduced risk)

- International comparisons show the benefits of rapid implementation of a network of LTNs. In Brussels, the city centre area, equivalent in size to Soho and the West End, was restricted to sustainable modes and local access. This led to 21 per cent fewer collisions in just one year⁶¹

LTN network – Brussels (21% fewer collisions)

Side road zebra crossings in City of Westminster – improving compliance at junctions with the Highway Code obligation for drivers to give way to pedestrians crossing the road

- Emerging evidence from a trial by Westminster City Council has found that zebra markings at side roads substantially increase the proportion of drivers giving way to pedestrians, improving compliance with the Highway Code⁶²

Protected cycle lanes (40-65% reduced risk for people cycling)

- Protected cycle lanes reduce injury risk for people cycling by 40-65 per cent⁶³

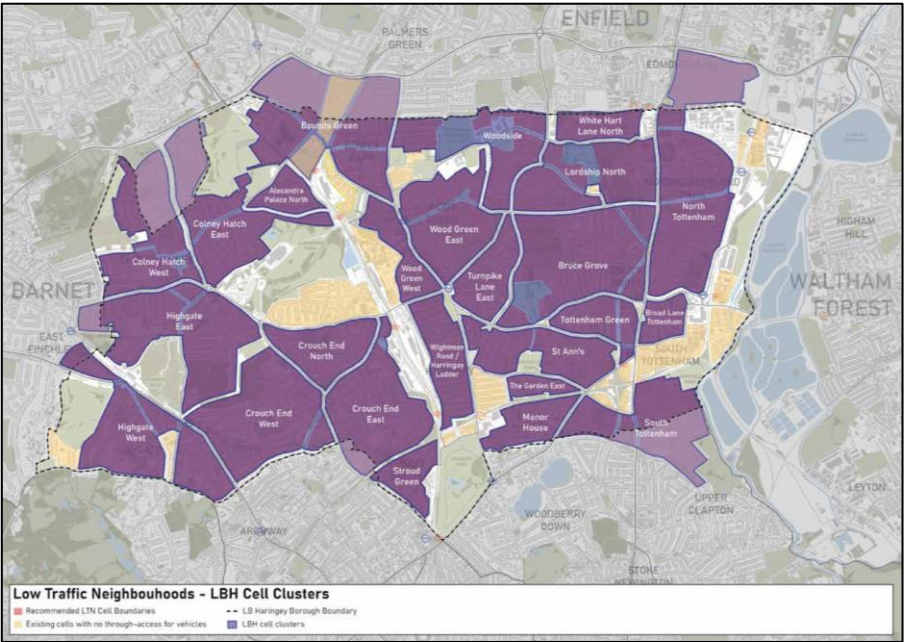
School streets - % of children travelling to school only by private motor vehicle decreased by 5%

- School Streets reduce traffic and vehicle conflicts at pick-up and drop-off times, cutting the risk of collisions near schools, and embed the habit of sustainable travel for the next generation⁶⁴

- Planning tools such as car-free developments or controlled parking zones help reduce traffic volumes, reducing collisions

Planning policy tools – CPZ/car-free development

Less traffic – Circulation plans - London examples

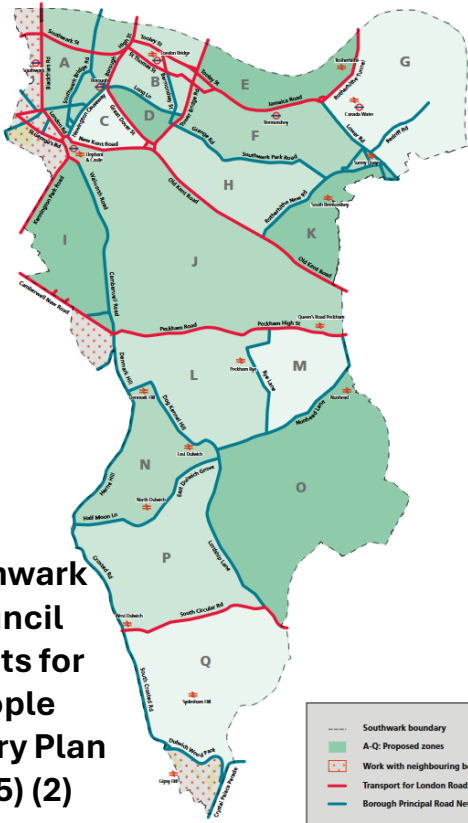


Haringey Streets for People – Adopted Walking and Cycling Plan 2022 (1)

(1) https://haringey.gov.uk/sites/default/files/2023-11/adopted_walking_and_cycling_action_plan.pdf
(2) https://www.southwark.gov.uk/sites/default/files/2025-01/5540_Streets%20for%20People_delivery%20plan%20v19%20accessible.pdf

Zone-by-zone

A central theme of the feedback from the Streets for People consultation was that residents want less traffic and quieter, safer and greener streets.



Southwark Council Streets for People Delivery Plan (2025) (2)

Less traffic – example policies.

- Removing through traffic from urban areas - circulation plans (Groningen, Ghent and Paris (ZTL))
- Large pedestrianised/car-lite town/city centre areas (Madrid, Munich, Brussels).
- Parking costs based on impact of vehicle – eg size/weight/emissions (Paris, Lyon).
- Wider use of small Controlled Parking Zones.
- Removal of through traffic from neighbourhood streets (e.g. liveable neighbourhoods/LTNs); kerbside strategies (LB Lambeth); school streets.

NB In urban settings, where traffic reduction policies are proposed, there will also need to be a) high quality public transport provision and b) provision for those with impaired mobility.

- How do we reduce traffic overall/on the main roads? Potential roles for SMART road pricing/Road User Charging.

Less traffic – policies.

The Safe System on its own struggles to deliver Vision Zero. In urban areas, where people and vehicle mix in large volumes, policies to reduce traffic volumes – and hence exposure to traffic – also needed.

Equally reducing traffic volumes alone is not enough – work needs to be combined with street redesign, pedestrianisation, cycling infrastructure, parking restraint and lower speeds.

BUT to achieve significant casualty reductions from reduced traffic we need to tackle the main roads (c70% of serious and fatal road casualties) – road user charging appears key.