



Date: 2 December 2021

Item: Vision Zero Action Plan Progress Report

This paper will be considered in public

1 Summary

1.1 This paper updates the Panel on the publication of the Vision Zero Action Plan progress report which took place on 15 November 2021.

2 Recommendation

2.1 **The Panel is asked to note the publication of the Vision Zero Action Plan progress report.**

3 Background

- 3.1 London has a long history of targeted improvements to road safety and in 2018 took a bold step forward with the Mayor's commitment to Vision Zero and the elimination of deaths and serious injuries from the road network by 2041. This ambition also applies to all our safety activity in the organisation, including customer and workforce safety.
- 3.2 Our interim targets for roads are to reduce 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. Our approach to working towards the Vision Zero objective is set out in the 2018 Action Plan, which outlines the Safe Systems framework we have adopted to work towards those goals.
- 3.3 London has made huge strides since committing to Vision Zero, with road deaths and serious injuries falling faster than the national average. However, 96 people were killed and 2,974 people suffered serious injuries on London's roads in 2020, and continued action is needed to achieve the Mayor's Vision Zero goal.
- 3.4 Emerging road danger reduction trends are increasing the challenge, with the volume of motorised traffic remaining high and not falling, journey planning apps increasing such traffic on residential roads, and the number of journeys driving for work rising, with more registrations of small engine scooters as a result.
- 3.5 Delivering Vision Zero is only possible through the critical partnership between TfL, the police and London's boroughs. The Chair of London Councils' Transport and Environment Committee and the Metropolitan Police Service have jointly written the foreword to the document with the Commissioner of TfL.
- 3.6 As part of our long term Vision Zero strategy we are working to galvanise a broad coalition of collective effort across national and London-wide stakeholders,

Members of Parliament, borough leaders, officers and grassroots community groups to address the underlying culture and attitudes to road danger reduction.

4 **New actions in the plan**

- 4.1 The progress report outlines the required new activity to respond to new trends and help reach our Vision Zero target, this is subject to securing the necessary funding to ensure delivery. This includes:
- (a) **Accelerating the roll-out of the 20mph speed limit programme** on TfL roads so that by 2024, 220km of TfL roads would have a 20mph speed limit, up from 80km today and 35km in 2016. The action plan also calls for a joint pilot with Government of a 20mph default speed limit on all residential roads in London.
 - (b) Delivering a significant **increase in speed enforcement** undertaken by the Metropolitan Police Service (MPS) to tackle the risk and harm caused by speeding. This will be done by increasing MPS capacity to enforce up to one million offences by 2024/25, introducing new technology to improve effectiveness of enforcement, rolling out new powers to Police Community Support Officers (PCSOs) so that they can stop speeding vehicles and take enforcement action against drivers and a new roadside mobile camera enforcement team to respond to local community concerns about speeding on residential roads.
 - (c) **Improving safety for people motorcycling.** Working with delivery companies and motorcyclists to understand how to better safeguard people riding motorcycles for work, and developing and piloting a motorcycle safety review tool, tested with stakeholders, to improve safety on corridors with the highest harm.
 - (d) Publishing **analysis showing how deprived communities and some ethnic groups** suffer disproportionate road injuries, and sharing this information with boroughs.
 - (e) **Responding to new trends in road danger;** including increased use of smartphones, driving apps and in-car entertainment systems and more home delivery traffic.
 - (f) A **new communications campaign** to challenge a deep-rooted culture which believes that collisions that lead to deaths and serious injuries on London's roads are inevitable.

List of appendices to this report:

Appendix 1 – Vision Zero Action Plan Progress Report

List of Background Papers:

None.

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