

Delivering Vision Zero in London

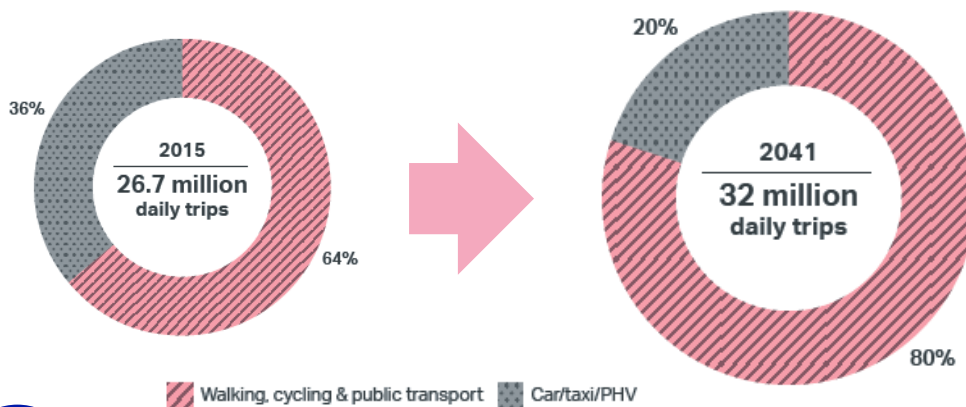
ETSC
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With London's population growing we need to adopt a new approach to reducing those injured on our streets

- Transport is an important part of almost every aspect of Londoners' daily lives
- London's population is due to grow from 8.7m – 10.5m over 25 years.
- Street environments need to improve for both walking and cycling
- Through our influence over the transport network we can help to shape the whole city



By 2041 the aim is for 80 per cent of Londoners' trips to be on foot, by cycle or using public transport



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The Mayor's Transport Strategy sets out the ambition for London

- Published in early 2018
- MTS outcome 2: London's streets will be safe and secure

Vision Zero for Road danger

- ❑ Policy 3: The Mayor, through TfL and the boroughs, and working with stakeholders, will adopt Vision Zero for road danger in London. 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.
- **Proposal 9** will seek to reduce danger posed by vehicles
- **Proposal 10** seeks to collaboratively set out a programme to achieve the Vision Zero aim of reducing the number of people killed or seriously injured on London's streets to zero.
- **Proposal 11** will seek to improve motorcycle safety

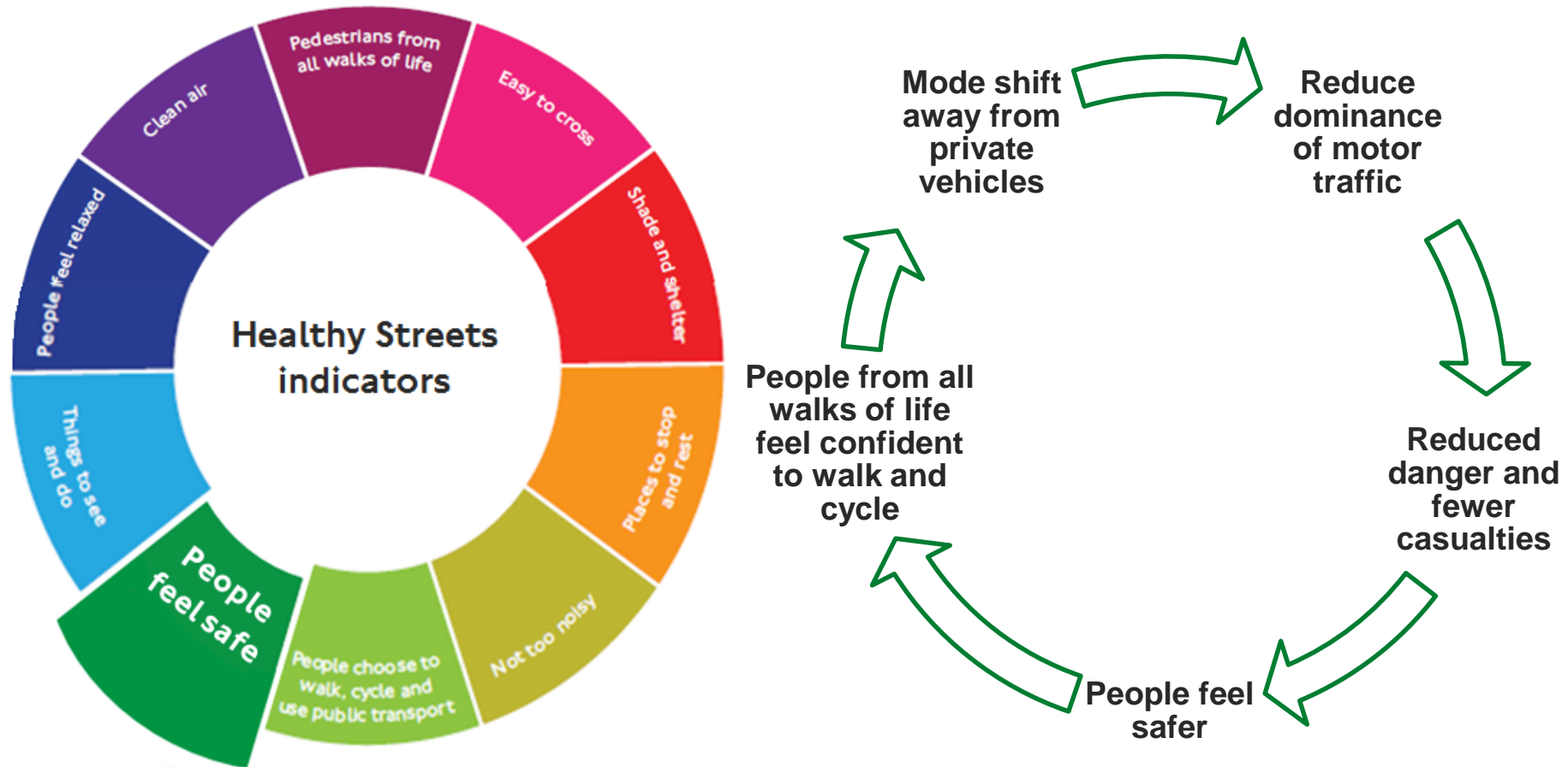


Vision Zero is being applied to the entire transport network however the **focus of the VZ Action Plan** is on Road Danger Reduction.



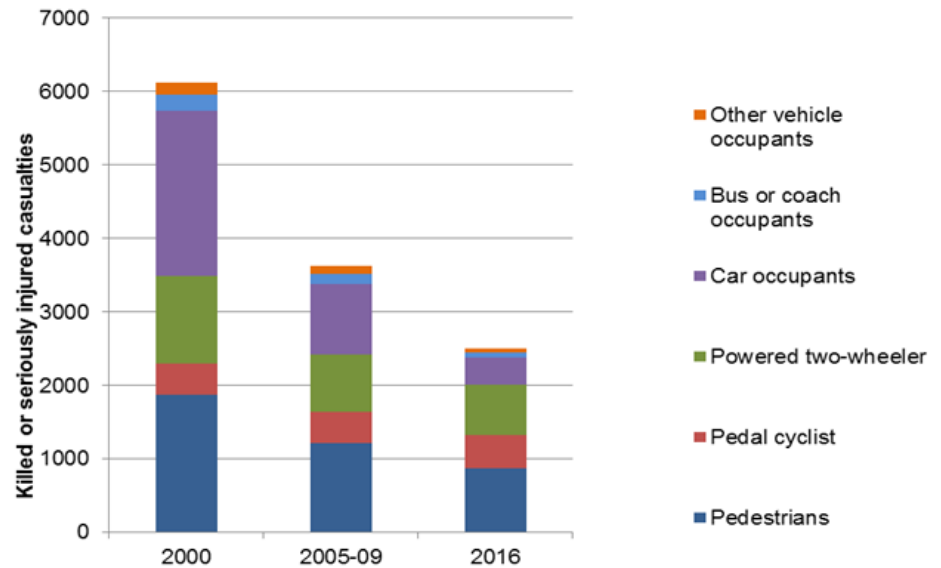
Vision Zero is at the core of the Healthy Streets Approach

Vision Zero is part of our Healthy Streets approach to encourage active travel and public transport use



Vision Zero – The Challenge

- We have made progress in reducing casualties on the roads, but challenges remain.
- Over 30,000 people were injured in road collisions, of which 116 were killed and 2,385 seriously injured (2016)
- People who walk, cycle or use a motorcycle are most at risk: 80% of all KSIs (2016)
- Collision analysis highlights where people are most at risk to help us identify where action is needed



TARGETS

Short term:

65% reduction in KSIs by 2022 against the 2005-09 baseline

Medium term:

70% reduction in KSIs by 2030 against the new baseline

Long term:
Zero KSIs by 2041

Bus casualty targets:

- 70% reduction in KSIs in, or by, buses by 2022 against 2005-09 baseline
- No one killed in, or by, a bus by 2030

baseline

The Vision Zero Action Plan

Vision Zero Action Plan is a plan to **2023/24** that focuses on **intelligence-led action to reduce risk on our streets**, as part of the overall ambition to eliminate deaths and serious injuries on the whole transport network. It is

based on three principles:

A fundamental conviction that **loss of life and serious injuries are not acceptable nor inevitable**

Requires **reducing the dominance of motor vehicles** and the targeting of **road danger at source**

Ensuring **road danger reduction** is a **common priority** central to all transport schemes

The Plan follows the Safe System approach:

People make mistakes, so the system needs to accommodate human error and ensure impact energy levels are not sufficient to cause fatal or serious injury. The plan contains actions to deliver:



Safe Speeds



Safe Streets



Safe Vehicles



Safe Behaviours

Post-collision learning and criminal justice



The Vision Zero Action Plan directly tackles the challenges to create a Safe Road System for London

1) Safe speeds

Reducing speed is fundamental to reducing road danger and achieving Vision Zero:

- On average, in London over **two people per day** are killed or seriously injured in collisions where speed is a contributory factor



Speed is a factor in up to 37% of collisions resulting in death or serious injury on London's

Actions include:

- A programme to lower speeds on the TLRN and encouraging boroughs to do the same
- Raising compliance: through re-designing streets and enhancing the safety camera network

2) Safe streets

Our analysis has identified the most dangerous locations and manoeuvres so our actions can concentrate on where we can have the most impact:

- 77 per cent of collisions in London occur at junctions.
- 24 per cent of cyclist KSIs occurred when another vehicle turned right or left across their path



Raised tables reduce average speeds by 17-18 per cent



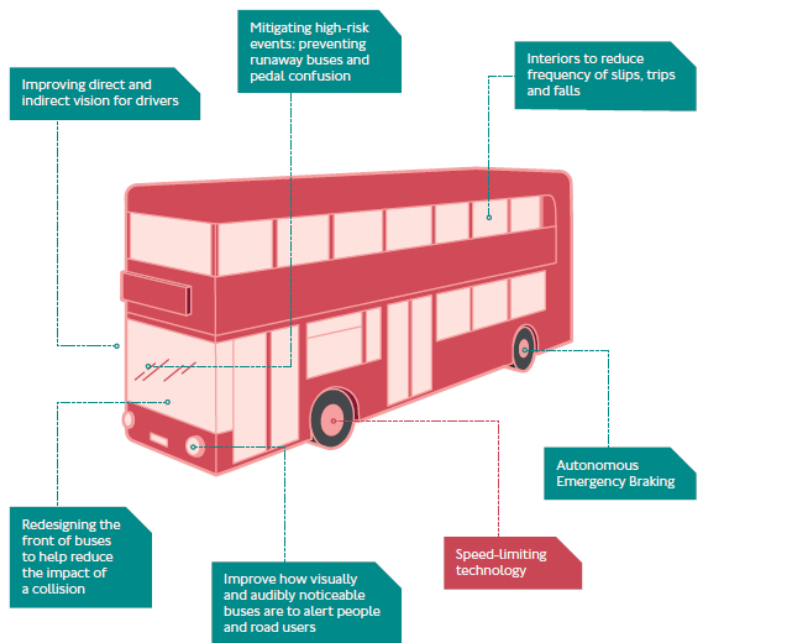
Preliminary designs for Highbury Corner, one of the Safer Junctions planned for improvement

Actions include:

- Deliver Safer Junctions programme at high risk locations on TLRN
- Extending 'keep clear' markings on TLRN
- Using Healthy Streets Check on every large scheme

3) Safe vehicles

Actions target vehicles shown to be most dangerous to people walking, cycling and riding motorcycles, relative to their share of traffic



Key

For new buses entering the fleet in 2018 ●
Measures being trialled or investigated ●

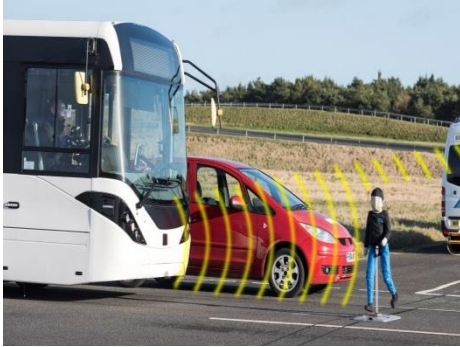


Actions

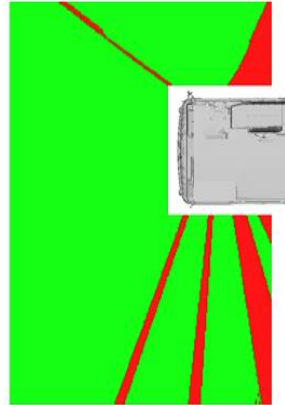
- Raise HGV safety standards by launching the world's first Direct Vision Standard for HGVs; working with the EU and manufacturers to change European Standard and raising FORS requirements in GLA family supply chain
- Introducing the world's first bus safety standard, including speed limiting technology
- A range of impactful and targeted measures for drivers of taxi and private hire and construction vehicles

Bus Safety Standard

Vision Standard



Advanced Emergency



Runaway bus prevention



Acoustic Conspicuity



VRU Frontal Crashworthiness

Occupant Friendly



Pedal Application Error

Intelligent Speed



Roll Out of bus ISA in London

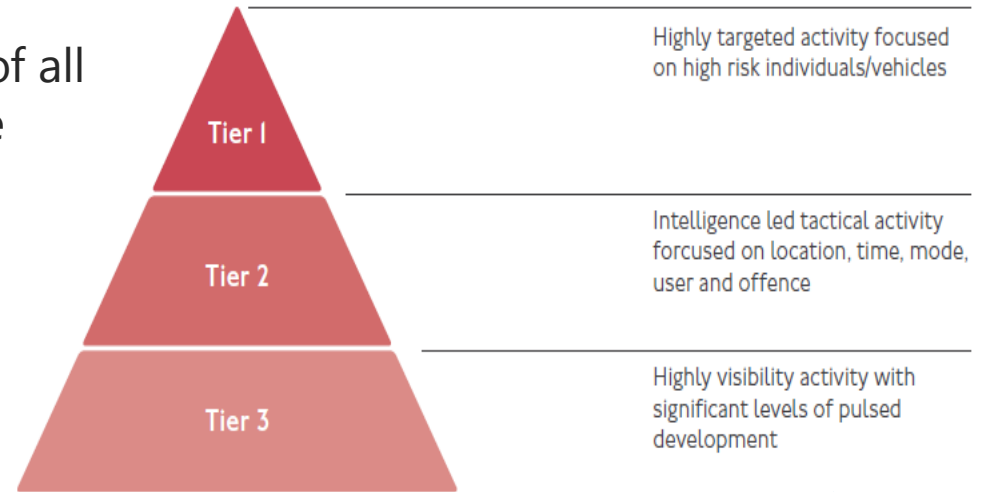


- ISA roll out began in December 2017 on Volvo buses that are up to two years old and already contain the hardware needed to limit the speed of the bus.
- By April 2019 there will be 700 ISA enabled Volvo buses across over 50 routes.
- The requirement for ISA to be fitted to all new buses entering the London fleet has now been written into London's Bus Vehicle Specification.
- From August 2019 this will equate to approximately 700 buses per year going forward.
- As an interim measure, a web-based interface is being developed, that will allow a retrospective analysis of bus or route speed compliance.



4) Safe behaviours

- Police data shows that 93 per cent of all factors contributing to collisions are caused by five behaviours:
 - Inappropriate speed
 - Risky manoeuvres
 - Distraction
 - Drink/drug driving
 - Vehicle and driver non-compliance



Actions include:

- Marketing and communications to target dangerous behaviours and reframe the public narrative on road danger
- A new three-tiered approach to enforcement for the MPS
- Local enforcement and communications at priority locations, working with the police
- Training, education and information for professional drivers including a new skills course for all 24,000 bus drivers and expanding FORS to include a standard for the motorcycle/courier sector
- Training, education and information for those at most risk



5) Post-collision learning and criminal justice

Actions on:

- Enhancing and driving excellence in collision investigation and learning
- Improving justice and care for the victims of traffic collisions



6) Future challenges

The Vision Zero Action Plan concludes with a commitment to continually strengthening our programme to address future challenges and achieve our long-term ambitions

- Monitor and measure the impact and progress of actions
- New powers necessary for effectively tackling danger
- Innovation:
 - Measuring risk rather than casualties
 - Use of data
 - New and emerging vehicle technology



Thank you

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