

Date: 22 November 2017

Item: Vision Zero

This paper will be considered in public

1 Purpose

1.1 This paper and appendix set out the progress made towards adopting a Vision Zero approach to road danger reduction, and on broadening Vision Zero to all transport services in London (operated by TfL)

2 Recommendation

2.1 The Panel is asked to note the paper.

List of appendices to this report:

Appendix 1: Vision Zero Presentation

List of Background Papers:

None

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Vision Zero for London

City Planning

Safety Sustainability and Human Resources Panel

22 November 2017



EVERY JOURNEY MATTERS

Purpose and overview

The purpose of this presentation is to:

- **update the SSHR Panel** on progress made towards adopting a Vision Zero approach to road danger reduction, and on broadening Vision Zero to all transport services in London (operated by TfL)
- **seek the Panel's views** on where TfL and partners can go further and embed Vision Zero

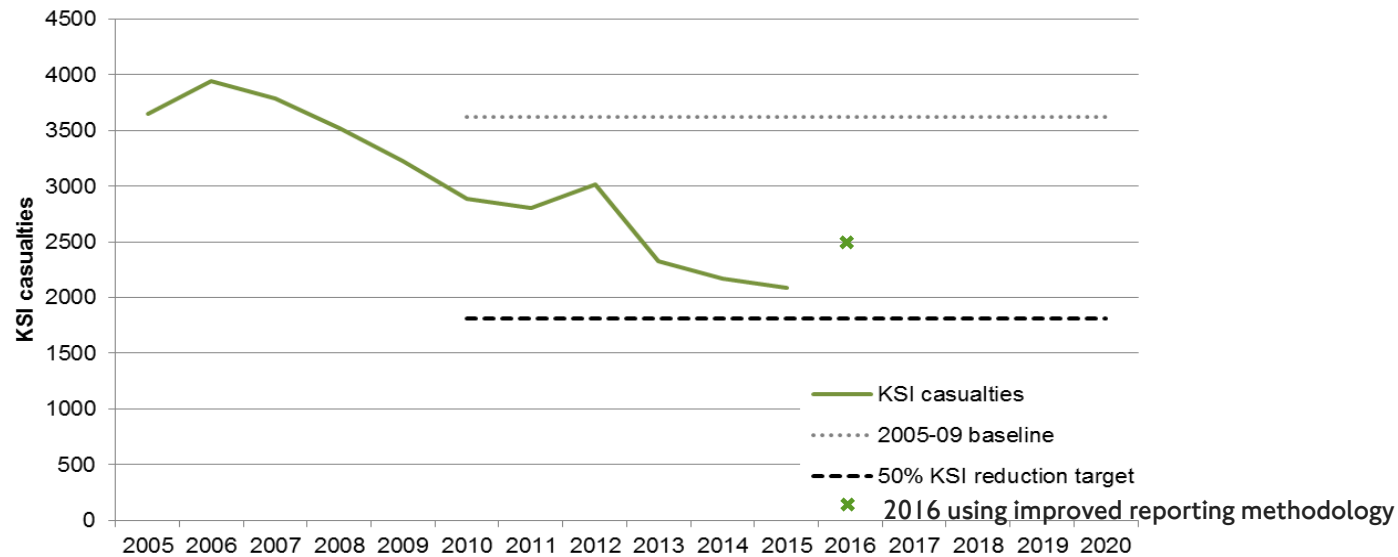
Outline

1. Background
 - Casualties on London's roads
 - Vision Zero introduction
2. Vision Zero in the Mayor's Transport Strategy
 - Targets and approach
 - Links to other MTS targets
 - Vision Zero for all journeys
3. How Vision Zero for London will be delivered
 - Embedding and programme
4. Our core road danger reduction programme
 - Safe Speeds
 - Safe Streets
 - Safe Vehicles
 - Safe Behaviours
 - Post Collision and looking to the future
5. Next steps



London has a successful history in casualty reduction, however we now need to go further

Over the last decade, the development of road safety plans and the delivery of a wide-ranging programme has led to **good progress in reducing casualties**. However, the targeted increase in numbers travelling by foot and cycle presents a significant challenge, with these groups most at risk on London's roads.



Since Sept 2016 the Met Police have been using a new system for recording collisions (COPA). This has improved the reporting of injury types, with more injuries being classified as serious rather than slight.

TfL is working with the DfT to back-estimate the number of casualties, which will allow comparisons to be made between 2016 KSI figures and previous years. However, **the challenge in achieving ongoing casualty reductions is considerable**.



Vision Zero introduction

Originating in Sweden, a Vision Zero approach to eliminating deaths and serious injuries on the roads has been adopted by cities and countries around the world.

Common characteristics of Vision Zero include:

- An ambition for zero deaths or KSIs
- A Safe Systems approach – a road environment designed to be forgiving to human error
- A challenging interim target
- An evidence-driven approach

London is unique and needs to develop a Vision Zero approach that is relevant, to meet our own challenges and support our broader objectives as a city.

- Reducing road danger must become a consideration in everything we do.
- Improving procedures and processes for infrastructure design, vehicle design and behaviours will be essential.



Examples of other sectors with an equivalent approach

- Quarrying industry 'target zero'
- Construction (incl. CrossRail)
- Highways England 'one workforce, zero harm'

The approach is commonly applied where human beings come into contact with dangerous machinery.



We've set out our new approach and the challenging targets approved by SSHR Panel in the draft MTS

MTS: 'Adopting Vision Zero – working towards the elimination of road traffic deaths and serious injuries by reducing the dominance of motor vehicles on London's streets – will be central to the overall success of the Healthy Streets Approach.'

There is a clear political mandate set through the Mayor's policy documents for a Vision Zero approach to further reducing road casualties in London.

Short term: 65% reduction in KSIs by 2022 against the 2005-2009 baseline

Medium term: 70% reduction in KSIs by 2030 against the new 2010-14 baseline

Long term: Zero KSIs by 2041

70% reduction in KSIs in, or by, buses by 2022 against 2005-09 baseline

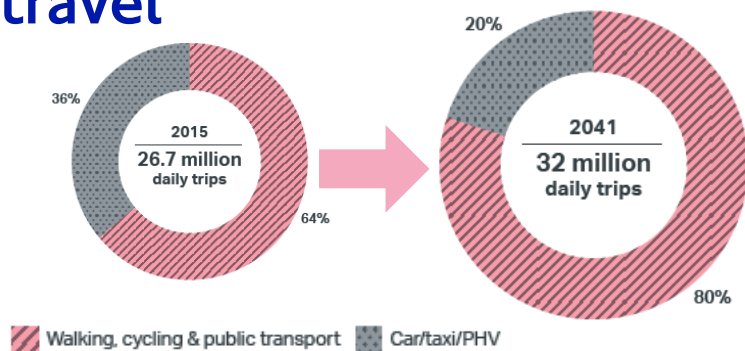
Reducing the number of people killed in or by London Buses to zero by 2030



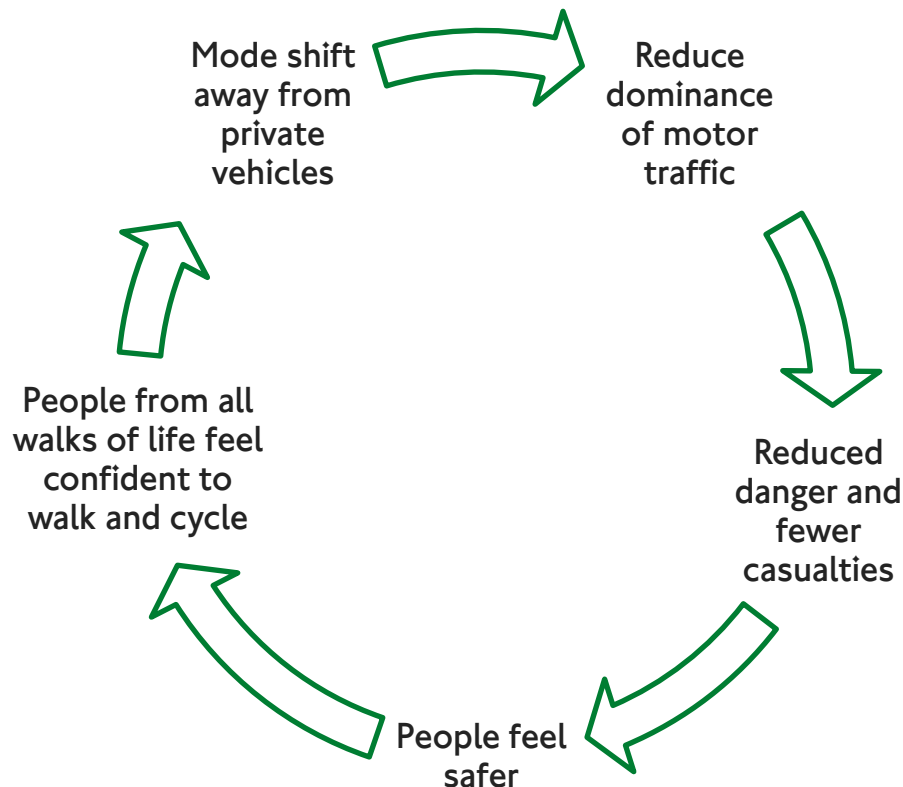
Forecasting shows these targets will not be met unless we strengthen our current programme to reduce road danger.



Vision Zero is also vital to the MTS mode shift targets: Safety concerns are one of the main barriers to active travel



- We need to reduce road danger across London in order to achieve our 80% mode share target.
- Safety concerns are the main reasons people give for not cycling more, and for being unwilling to let their children walk unaccompanied.
- 80 per cent of KSIs on London's roads are people walking, cycling and motorcycling.



Vision Zero for all journeys will be included in the final MTS

It is suggested that Vision Zero will be broadened to all transport services in London (operated by TfL).

Our priority is to ensure that everyone returns home safe and healthy each day no matter how they travel.

In the final Mayor's Transport Strategy Vision Zero for streets will remain in Healthy Streets and Healthy People, and Vision Zero for all journeys will be included in A Good Public Transport Experience as a heading for all safety proposals.

To implement Vision Zero for all journeys we now need to consider:

- **How to share best practice across all areas of transport** e.g. Using knowledge from rail and underground to develop actions on suicide prevention on streets
- **How to develop an integrated approach** e.g. Design stations to minimise conflict on the surface
- **What more could be done by applying Vision Zero values to all journeys**
- **The governance of, and how to report on, Vision Zero for all journeys**

The remainder of this slide deck focuses on London's roads, where the vast majority of London's transport-related injuries occur.



TfL, the boroughs and roads policing urgently need to put road danger reduction at the core of all activity to achieve the Vision Zero targets



Therefore we will deliver the Vision Zero for London approach by:

- Embedding Vision Zero for London principles across delivery teams in TfL and across delivery partners – particularly London boroughs and police - to ensure that all activity delivers road danger reduction.

Values and Beliefs

- A fundamental conviction that loss of life and serious injuries are not acceptable or inevitable
- Reduce the dominance of motor vehicles and target road danger at source
- 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

- As well as delivering a tailored road danger reduction programme, structured under the following themes:

Design and Operation



Safe Speeds



Safe Streets



Safe Vehicles



Safe Behaviours



Post collision



Embedding Vision Zero principles

We have launched an **engagement programme across TfL and with external partners** to promote Vision Zero and to:

- Identify all the contributions to road danger reduction, and
- Identify opportunities for putting principle into practice within TfL and partners.

Vision Zero Champions within relevant TfL teams will work with us on what VZ will mean for their part of the business.

Vision Zero partner	Objectives
City Planning	Ensure Vision Zero is embedded through strategy documents and translated into delivery portfolios and projects.
Sponsorship	Put Vision Zero principles into practice throughout sponsorship, design and monitoring.
Project and Programme Delivery	Ensure that road danger benefits are realised in scheme delivery.
Network Management	Ensure that assets are maintained and if possible upgraded to higher safety/industry standards.
Compliance, Policing & On-Street Services and Metropolitan Police	Vision Zero should be a guiding principle in road policing, operational approaches and performance measures.
Customers, Communication & Tech	Deliver Vision Zero through road danger focussed marketing and behaviour change programmes.
Licensing, Regulation and Charging	Consider opportunities to improve safety of taxi and private hire operations, including driver and vehicle standards.
Transport Innovation	Identify and promote opportunities to harness new technology and innovation in delivering Vision Zero.
Bus Operations	Meet target for zero KSIs on or by buses by 2030.
Rail and Sponsored Services, River Services and London Underground	Lead on Vision Zero for rail, underground and river journeys.
London boroughs	To embed Vision Zero for London as a guiding principle in borough schemes and interventions through LIP3 development. Support the boroughs to adopt VZfL and revise their targets in line with MTS outcomes.
Other delivery partners (inc LFB and London Ambulance Service)	Work together to share data, to deliver joint initiatives in road user training and to improve post-collision response.



11 4. ROAD DANGER REDUCTION PROGRAMME

Safe Speeds

This activity includes:

a) Establishing speed limits appropriate to the function of each road

- Consider 20mph by default in every new engineering scheme, particularly for central & inner London and town centres
- Develop a speed limit framework for London by Summer 2018
- Boroughs encouraged to implement more 20mph limits

b) Ensuring compliance through street design

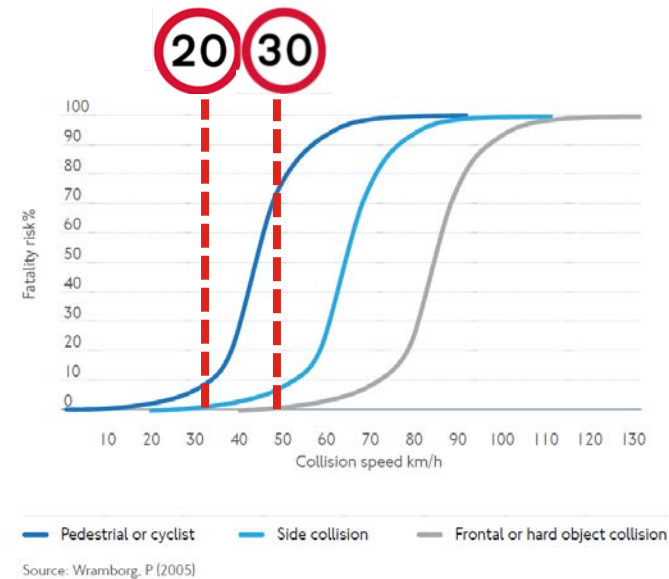
- Lower speed limits to be implemented with physical engineering measures to ensure compliance
- Disseminate evidence and analysis and support boroughs in introducing speed limits that promote compliance

c) Ensuring compliance through enforcement and behaviour change

- Support major schemes with behaviour change and marketing measures
- Expand Community Roadwatch, and introduce Junior Community Roadwatch which involves schools and children rather than local residents
- Work with the Met Police to target habitual and high-risk offenders

d) Ensuring compliance through technology

- Expand and enhance the spot speed and average speed camera network at the highest risk locations
- Roll out speed limiting technology (Intelligent Speed Assistance) on London buses



Safe Streets

This activity includes:

a) Healthy Streets are safe streets

Oxford Street, Old Street Roundabout, Wandsworth Gyrotory, Liveable Neighbourhoods, Crossrail complementary measures

b) Planning, developing and designing safe streets for Vision Zero

- Ensure all designers are trained in the latest guidance
- Create a unified set of London street design standards

c) Deliver the manifesto Safer Junctions commitment reducing road danger at the Capital's highest risk locations

d) Expanding the network of cycle routes across the Capital

e) Safe streets for motorcycling

- Continue to call on all boroughs to open their bus lanes to motorcyclists

f) Safer construction

- Participation in the 'Elite Marshals' programme that trains site entrance marshals in additional safety responsibilities



The road danger reduction capital investment budget is ~£130m. To achieve our targets we need to ensure road danger reduction is delivered across the entire £2.1bn Healthy Streets portfolio, as well as other investment portfolios such as Assets, Contracted Services and Air Quality and Environment.



Safe Vehicles

This activity includes:

Focusing on the vehicles that are most overrepresented in KSIs (buses, taxis and lorries) and leading by example with our own fleet.

a) Freight Safety Programme

- Work with industry to improve ground conditions at construction sites to reduce the need for 'off-road vehicles'. These vehicles pose the highest risk to cyclists on our streets
- Introduce a Direct Vision Standard safety permit scheme for HGVs over 12 tonnes on London's roads to mitigate the risk of poor direct vision

b) Taxi and Private Hire Safety

- Undertaking a review of taxi vehicle specification to introducing safety technology for future taxis

c) General vehicles including work-related vehicles

- Reduce car dependency through the Healthy Street approach and in particular reduce the number of car trips made for work use across London. Vehicles used for work are known as the 'grey fleet' and are at a relatively high risk of collision.



Continue to deliver the **Bus Safety Programme**, under the following work streams :

- A new **Bus Safety Standard** to develop safer buses for the future
- **Bus Collision Data Analysis and improved transparency**
- **Contract and Performance Management.** Update the bus contracting system to promote an even greater focus on safety.
- **Bus Driver Training**



Safe Behaviours

This activity includes:

a) Directly tackle the behaviours, irrespective of mode use, that contribute to the vast majority of collisions

- **Safe speeds** – Explore what more the police can contribute in terms of enforcement, and launch a new marketing campaign in spring 2018 focussing on risk-taking, particularly inappropriate speed
- **Safe manoeuvres** – Roll out Give Space to Cyclists education and engagement intervention
- **Concentration** – police will engage in more in-traffic patrolling to detect and deter instances of driver distraction
- **Sobriety** – Test for drink and drugs at more collisions investigated by the police
- **Compliance with the law** – Increasing the enforcement deterrent effect through ‘random’ and high visibility deployments

b) Uphold the responsibility of those using the most dangerous vehicles, and driving/riding for a living

- Raise the safety standard of motorcycle couriers operating in London by extending the FORS (Freight Operator Recognition System) to cover this area

c) Fill knowledge or skills gaps to enable vulnerable road users to safeguard their own wellbeing.

- Educational interventions that provide those who cycle with skills and tips on safe positioning (particularly in proximity to large vehicles), conspicuity and communication with other road users.



Post-crash and looking to the future

Working to improve post-crash includes emergency treatment to reduce risk of death and serious injuries if a collision occurs, caring for victims and supporting the justice system. We also need to **learn from collisions to prevent future casualties**, and consider what other factors could have an impact on casualty reduction in the future. Examples of this activity includes:

a) Post incident response, collision investigation, criminal justice

- Undertake specialist collision investigations, sampling cases where the potential for learning is highest
- Publish a VZfL Annual Report presenting casualty data and other broader datasets, including police enforcement data

b) Analysis, evaluation, research, best practice

- Identify further opportunities for knowledge sharing with international cities and commission new research on prioritising investment to target risk

c) Innovation

- Take advantage of emerging opportunities for technology to aid road danger reduction, and push manufacturers and designers to be ambitious in this regard.
- Seek to mitigate the potential negative impacts of technology and exploit the potential positive impacts.



5. Next steps

Finalisation and publication of the Vision Zero for London plan

- Capture this programme of activity in a **Vision Zero for London strategy and delivery plan**, published next Spring following final MTS.
- Potential **Mayoral launch event** in Spring 2018 as a call to action for stakeholders. This will be followed by a conference for the boroughs in June following local elections
- Define **reporting arrangements** for Vision Zero for all journeys.

Report back to SSHR Panel in three months to include:

- Work to identify where the programme can go further and faster and where changes to everyday processes and procedures could more effectively incorporate road danger reduction.
- Identify issues to address by expanding Vision Zero to **all of the transport network**, including what that would mean for interim target setting, reporting arrangements, opportunities to share learnings between modes and joint governance.

The SSHR Panel is asked to

- **note** the progress made towards adopting a Vision Zero approach to road danger reduction and the broadening of Vision Zero to all transport services in London (operated by TfL)
- **give views** on where TfL and partners can go further and embed Vision Zero

