Delivering Vision Zero in London
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.
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:

- Safe Speeds
- Safe Streets
- Safe Vehicles
- Safe Behaviours

Post-collision learning and criminal justice
Senior Commitment is Critical

I am determined to make London’s streets safer....For too long these tragic road incidents have been accepted as inevitable events. This would be unthinkable on other transport modes.

*Sadiq Khan, Mayor of London*

It is neither inevitable nor acceptable that anyone should be killed or seriously injured when travelling in London.

*Mike Brown, MVO, Commissioner of Transport*

I am committed to making London’s roads safer and will ensure that the Metropolitan Police Service plays a full part in achieving Vision Zero.

*Cressida Dick, Commissioner of the Metropolitan Police Service*
Multi-agency Commitment
Sustaining and Spreading
A Human Issue
Data Drives the Objectives

![Diagram showing the number of killed or seriously injured casualties from 2000 to 2016, with different categories for various vehicle occupants and pedestrians.]
Data Drives the Strategy

Speed Related Collisions Resulting in Casualties, 2014-2016
Data Drives the Programmes

Proposed speed limits on the TLRN and current speed limits on borough roads

Key

Proposed speed limits on TLRN roads
- 20mph
- 30mph
- 40mph
- 50mph
- 70mph

Current speed limits on borough roads
- 20mph
- 30mph
- 40mph
- 50mph
- 70mph
Data Drives the Tactics
Data, Performance and Scrutiny

### Long Term Objectives

<table>
<thead>
<tr>
<th>Theme</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Healthy streets and healthy people</td>
<td>(18%)</td>
</tr>
<tr>
<td>London’s transport system will be</td>
<td>safe &amp; secure</td>
</tr>
<tr>
<td>London’s streets will be used more</td>
<td>efficiently &amp; have less traffic</td>
</tr>
<tr>
<td>London’s streets will be clean and</td>
<td>green</td>
</tr>
</tbody>
</table>

### In Year Scorecard Measures

<table>
<thead>
<tr>
<th>Reduction in road killed &amp; seriously injured from 2005-09 baseline</th>
<th>Ideal in-year measure</th>
<th>Ideal measure available</th>
<th>Interim measure</th>
<th>Target</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
<td>45.4%</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Reduction in road killed &amp; seriously injured from 2005-09 baseline (incidents involving buses)</th>
<th>Ideal in-year measure</th>
<th>Ideal measure available</th>
<th>Interim measure</th>
<th>Target</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
<td>55.6%</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Reducing total injuries to workforce and customers</th>
<th>Ideal in-year measure</th>
<th>Ideal measure available</th>
<th>Interim measure</th>
<th>Target</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
<td>11.663</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Measure of road efficiency by location and time</th>
<th>Ideal in-year measure</th>
<th>Ideal measure available</th>
<th>Interim measure</th>
<th>Target</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>No (will develop in 2018/19)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>tbc</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NOx emissions from road transport</th>
<th>Ideal in-year measure</th>
<th>Ideal measure available</th>
<th>Interim measure</th>
<th>Target</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>No (modelled result, not real data)</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

### Weekly Casualties

**24 Jun 18 - 04 Nov 18**

- KSI
- Slight

<table>
<thead>
<tr>
<th>Day</th>
<th>No</th>
<th>Healthy streets scheme assessment</th>
<th>Average bus speeds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>Yes</td>
<td></td>
<td>4.50 mins</td>
</tr>
<tr>
<td>Weekly</td>
<td>Yes</td>
<td></td>
<td>Average bus speeds</td>
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</table>

<table>
<thead>
<tr>
<th>Donors who</th>
<th>Yes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>49%</td>
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</tbody>
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**EVERY JOURNEY MATTERS**
The Political and Technical Value of Benchmarking
Thank you

Stuart Reid
Interim Director of Vision Zero

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