

Vision Zero for London

London Road Safety Council
Annual Conference

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EVERY JOURNEY MATTERS

Overview

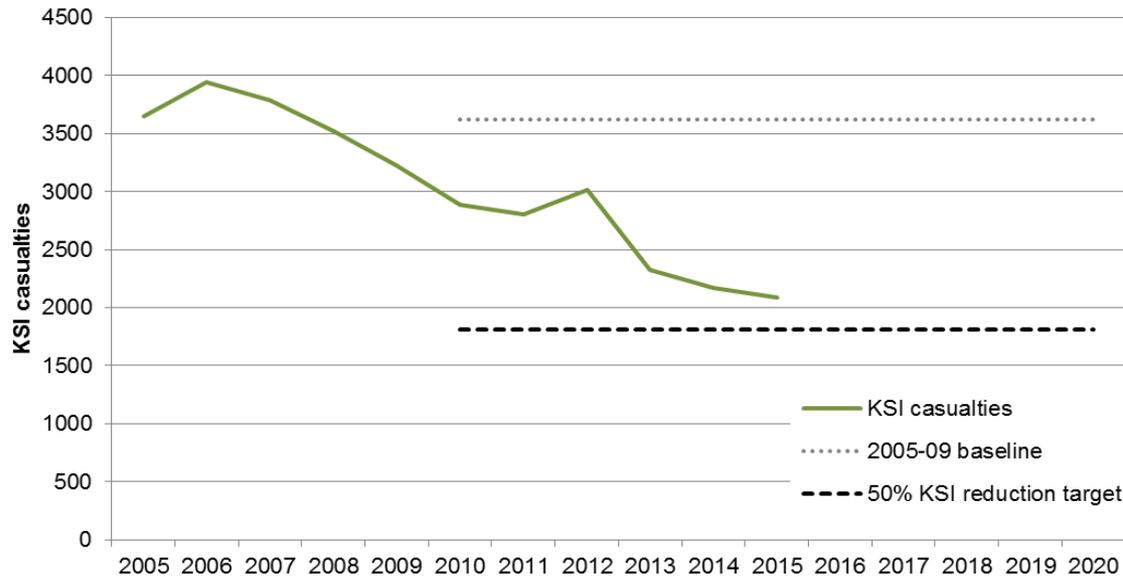
- Reducing road danger: progress and the challenge ahead
- Adopting Vision Zero for London
- What Vision Zero means for you



Casualty reduction in London so far



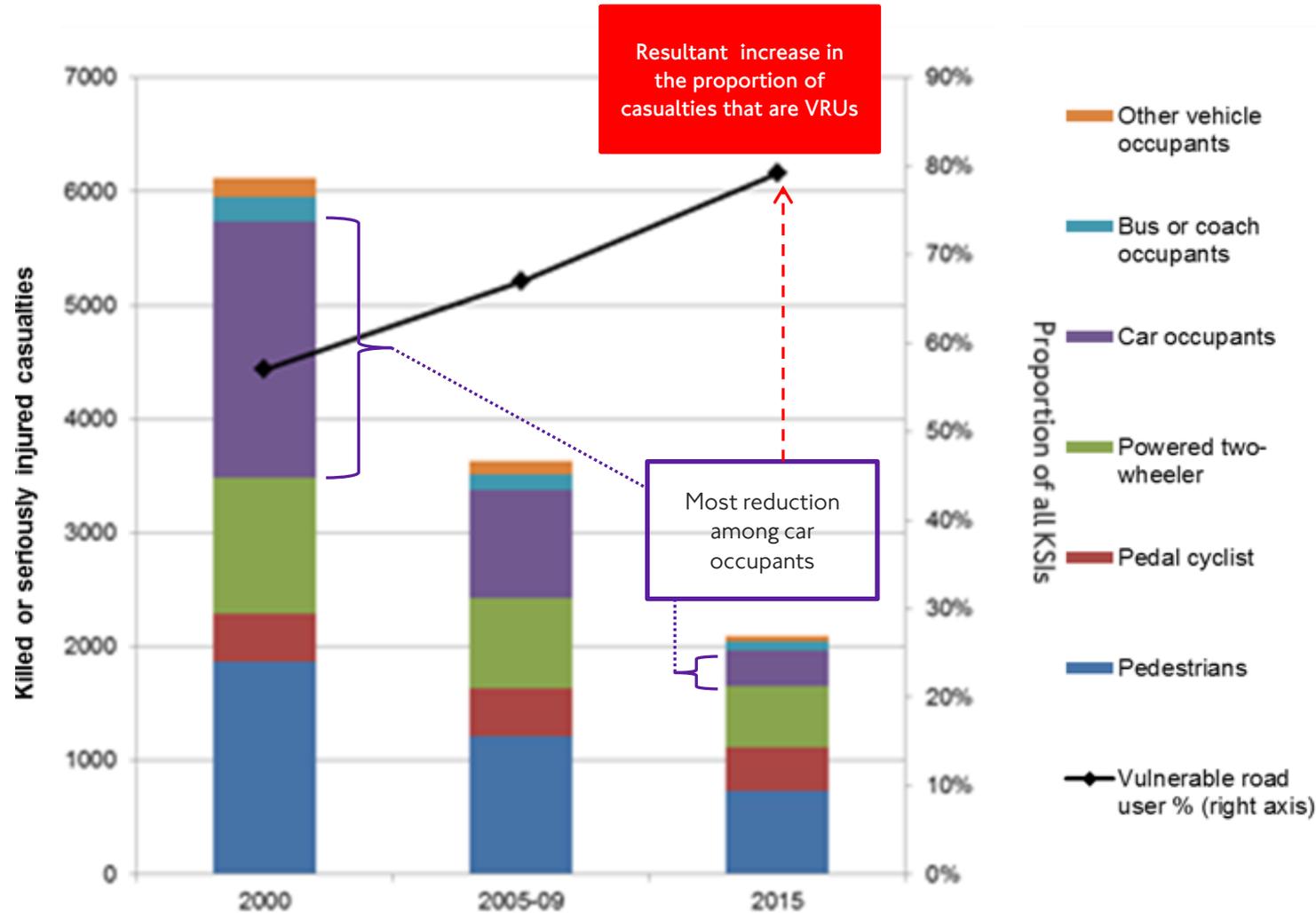
Vulnerable road user action plans



- 42% reduction in deaths and serious injuries in 2015 (from 2005-2009 baseline)
- Lowest casualty figures since records began



Challenges remaining in London



Vulnerable road users are disproportionately involved in collisions (80% of all KSIs)

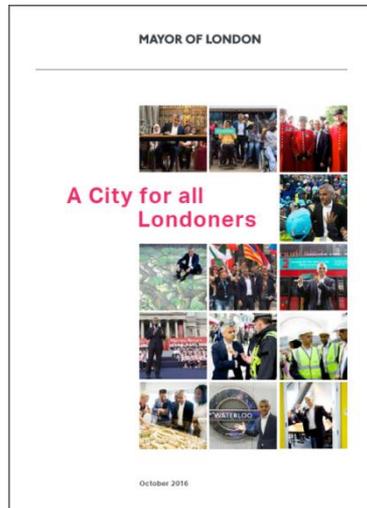
Changing travel patterns and increased pressure from a growing and ageing population



The need for Vision Zero in London

I will adopt a 'Vision Zero' approach to road safety, which puts the **elimination of road danger** at the very heart of the transport system.

No loss of life is inevitable or acceptable.



Minimising road danger is fundamental to the creation of streets where **everyone feels safe** walking, cycling and using public transport.



Adopting Vision Zero ... will be central to the overall **success of the Healthy Streets Approach.**



6 What is Vision Zero?



Common characteristics of Vision Zero:

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

How it will address our challenges:

- Reducing road danger becomes a consideration in everything we do
- Stretching targets and accountability
- Improved procedure and process for infrastructure design, vehicle design and behaviours
- Establish an environment where risk is diminished



The Safe Systems approach

Three central principles underpin the **Safe Systems** approach, common to all Vision Zero programmes:

“People make mistakes”

Road users can be unpredictable in their movements and adherence to laws, guidance and accepted behaviour, despite educational and behavioural interventions.

“There are physical limits to what the human body can tolerate”

When a collision occurs, the impact energy can lead to trauma. The level of injury experienced is determined by many factors including the speed of impact, the design of vehicles and infrastructure and the susceptibility to injury, or frailty, of the road user.

“All those with a role in designing, building, operating, managing and using the road network have a responsibility to improve safety”

We all have a responsibility to use and share the roads we travel on in a safe and responsible way, mindful of our own safety and the safety of others.



To decrease road danger, a proactive road danger reduction approach is required

ROAD SAFETY

- The traditional approach
- Interventions focused on vulnerable road users
- Addresses areas with collision history, not necessarily most dangerous areas
- Doesn't address the issue of VRUs being scared to travel in an area



REACTIVE



ROAD DANGER REDUCTION

- A more recent approach
- Emphasis on tackling danger at the source



- Recognises that collisions are not the whole picture
- More holistic – aims to reduce collisions, speeds, volume of traffic and increase the prevalence of non-motorised modes

PROACTIVE



The principles of Vision Zero for London

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

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.



Safe Speeds



Safe Roads



Safe Vehicles



Safe Behaviours



Reducing danger for motorcyclists is a key MTS priority

- Motorcyclists are the most vulnerable road users in London, accounting for 26 per cent of people killed and seriously injured but only two per cent of vehicle kilometres travelled
- Reversing the recent rise in motorcyclist KSIs is crucial to delivering Vision Zero

HEALTHY STREETS AND HEALTHY PEOPLE

FOCUS ON: MOTORCYCLING SAFETY

The Healthy Streets Approach means reducing reliance on private vehicles for personal travel, including motorcycles, by providing Londoners with more opportunities for walking, cycling and using public transport.

Two-wheeled vehicles could, however, play a more significant role in low-impact freight and servicing trips, especially where these vehicles replace trips by lorry or van and are made by ultra-low emission motorcycle.

Where motorcycle journeys are necessary, they should be safe. Motorcyclists are disproportionately represented in fatal and serious injury collisions: 540 motorcyclists were killed or seriously injured in 2015, representing 26 per cent of all those killed or seriously injured (KSIs) on London's streets, despite representing only 2 per cent of traffic. Of even greater concern is the rise in the number of these collisions (up by 3 per cent from 2014 to 2015), while the number of those involving other vulnerable road users reduced. Adopting Vision Zero for road danger will include specific actions to make motorcycle journeys safer.

Proposal 11
The Mayor, through TfL, the boroughs, police and stakeholders, will seek to improve motorcycle safety by:

- Improving the safety of street design by following the guidance set out in TfL's Urban Motorcycle Design Handbook.
- Improving the quality of motorcycle safety training by delivering a 'London Standard' for motorcycle training that goes beyond the minimum required by law. The 'London Standard' of motorcycle training will involve:
 - improving the standard of motorcycle training in London by encouraging training providers to become accredited through the Motorcycle Industry Association (MICA)
 - improving rider skills (particularly those of young riders) by promoting a suite of voluntary training courses
- including BikeSafe-London, ScooterSafe-London, 121 Motorcycle Skills and through the introduction of a pre-Compulsory Basic Training theory app
- raising the safety standards of motorcycle courier businesses through training and accreditation
- Calling on all boroughs to allow motorcycle access to their bus lanes, to end the inconsistency between highway authorities that causes unnecessary confusion and risk to motorcyclists.
- Eduating other road users on the shared responsibility for safer motorcycle journeys, through the promotion of driver and cyclist skills training and communications.
- Supporting the police in targeting illegal and non-compliant behaviour that puts motorcyclists at risk, using data to focus on the streets with a higher risk of motorcyclist collisions.

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Designing/maintaining streets according to our **Urban Motorcycle Design Handbook** streetscape guidance



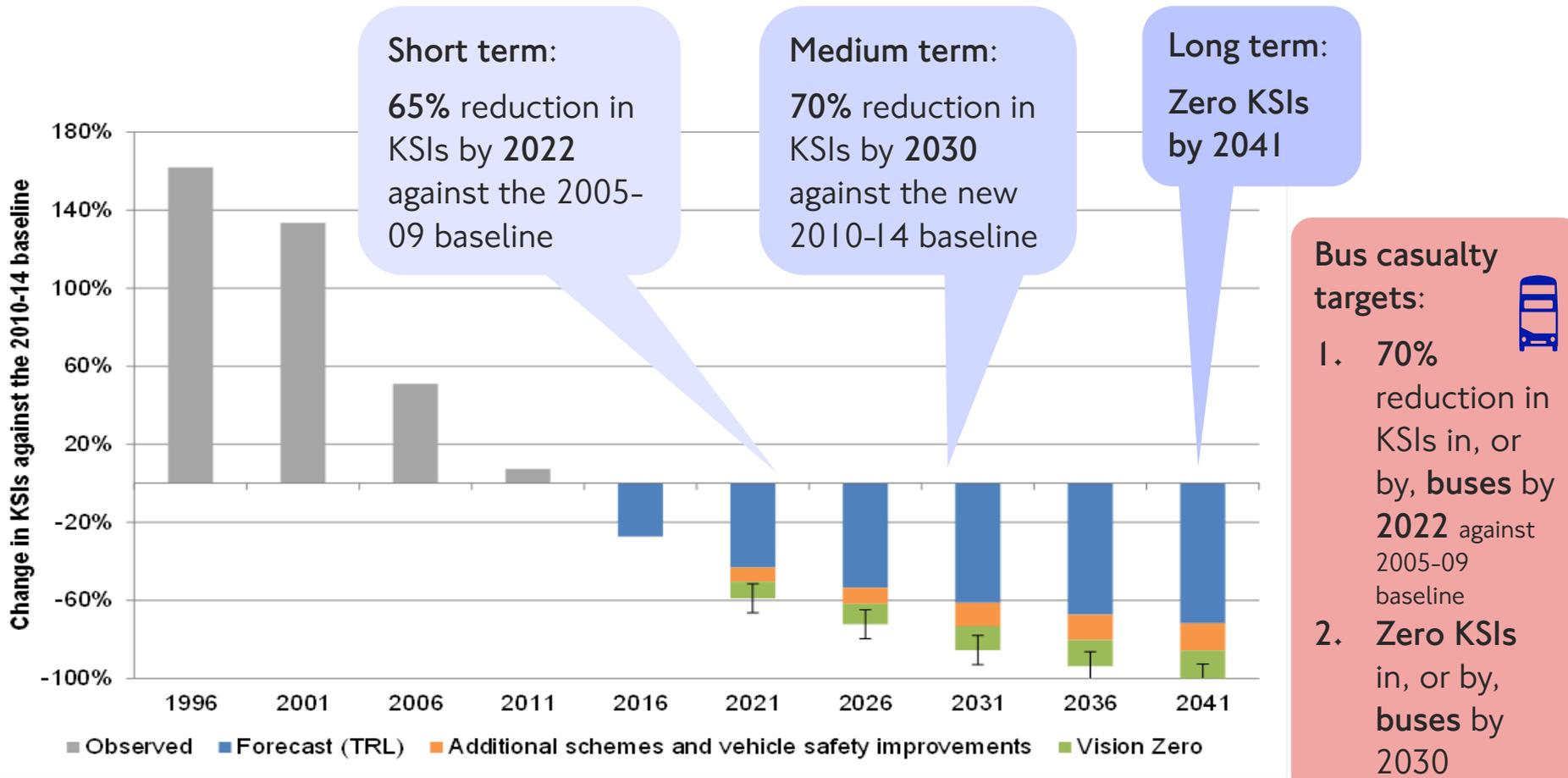
Launching the **London Standard for Motorcycle Riding** to raise training standards and provide a range of training interventions

Encouraging all boroughs to allow motorcycle access to bus lanes

Targeted enforcement

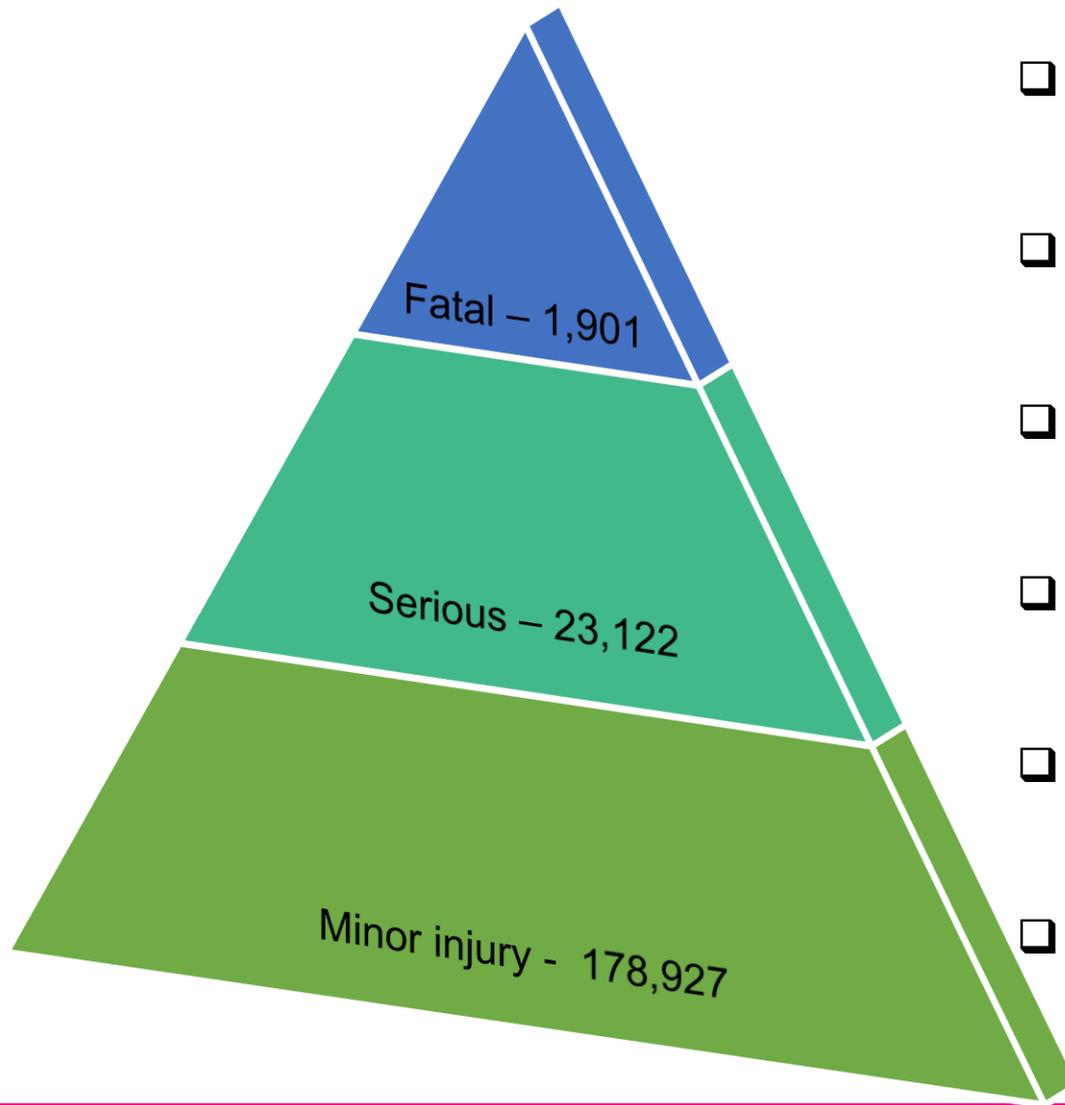


Proposals for Vision Zero for London targets (as published in the draft MTS)



TfL, the London boroughs, police and enforcement authorities and other key delivery partners will contribute to achieving the Vision Zero for London targets.

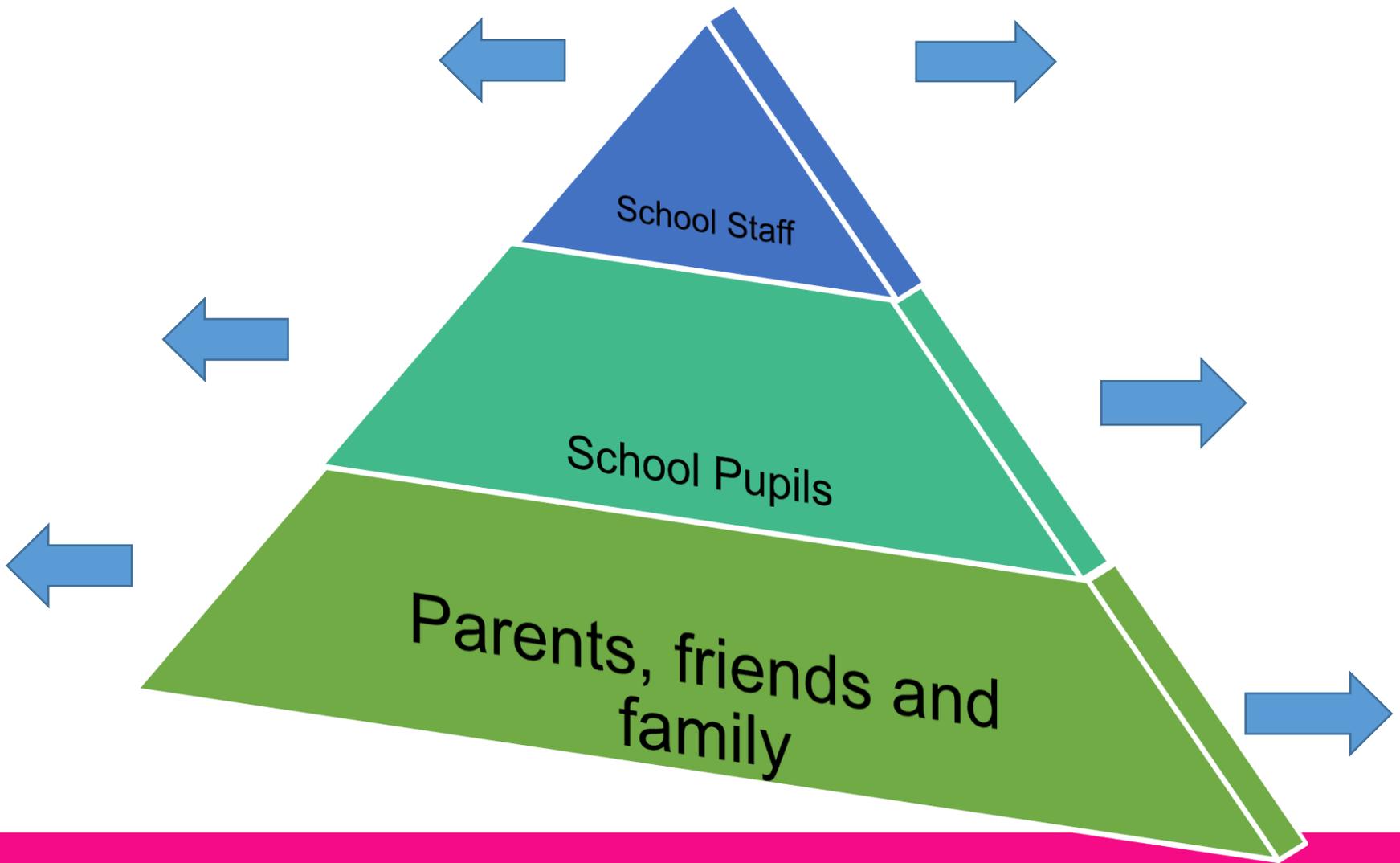




- Address the slights or near misses
- Impacts the serious and then the fatal casualties
- Adopt a zero tolerance to fatal and serious injuries
- Be less accepting of road traffic injuries
- Continue targets as steps towards an aim
- Increase our ambition – aim at the best situation!

- Introduce the concept – Lewisham adopts a vision zero approach
 - Reports
 - Safe Guarding Children Reports
 - Joint Strategic Needs Assessment (JSNA)
 - Local Implementation Plan (LIP)
 - Schools Travel Plans
 - Mayor’s manifesto and political influence
 - 4 years ago the borough wide speed limit was in the manifesto
 - Now the borough wide speed limit is in place – very little opposition as it was a manifesto pledge

Vision Zero in Lewisham - But what can we do?



Vision Zero in Lewisham – STP Programme



Link Vision
Zero to other
initiatives
Air quality,
parking,
obesity

Schools to
be pioneers
– our initial
supporters

“WHO”
can
disagree
if we start
with the
young?

20 mph
borough
speed limit

Regular
publicity and
information
in Lewisham
Life

- Vision Zero needs to be adopted by London
- Road safety educators are considered to be the **softly-softly cuddly** **touchy-feely** partners of casualty reduction!
- Use it to our image to our advantage – lets get schools to start the local campaign - I'm not sure any schools will say 'no we cannot sign up to this – we should accept that 1, 2 , 3 , 4 or more of our pupils will be injured on the road!'

Vision Zero in Lewisham –



Conclusions

- Vision Zero for London ambition for zero KSIs by 2041
- Mainstreaming road danger reduction across all programmes and areas of the business, in addition to delivering a specific programme of actions
- Vision Zero requires ideas, innovation and contributions from every one of us

Next steps

- How can you personally advocate Vision Zero for London in your borough?
- What opportunities exist for Vision Zero to be incorporated in every borough scheme and initiative?
- How can your borough reassess their current programmes to ensure that road danger reduction is a key priority?

