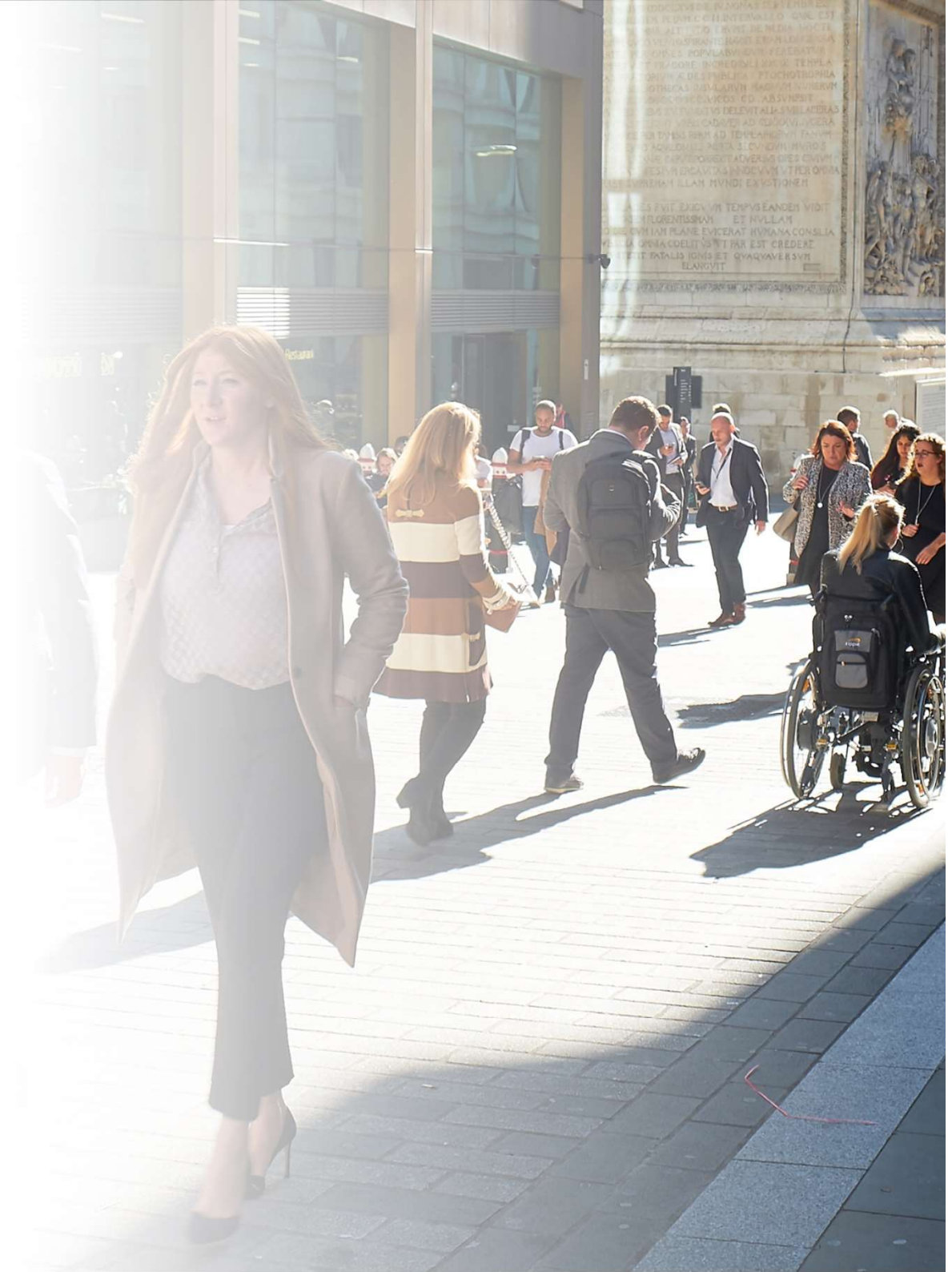
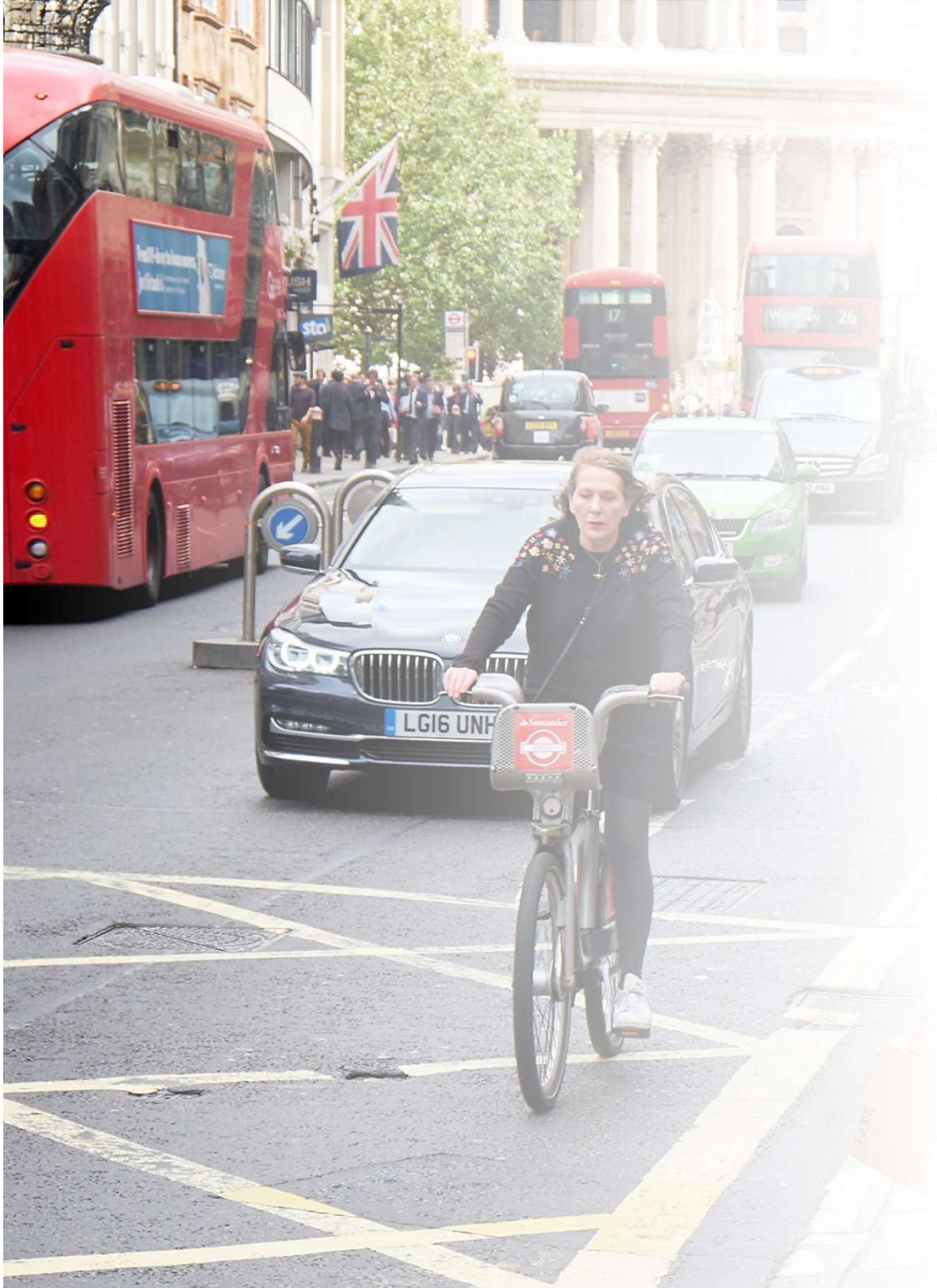

Vision Zero Plan 2022-2026

6th May 2022

Simon Bradbury
Environment Department, City Of
London Corporation

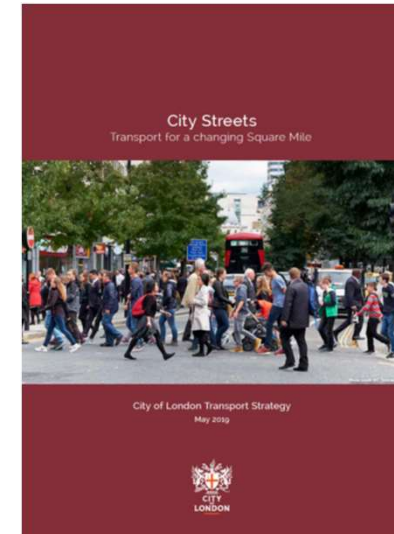




Background and Context of Vision Zero in the City

The City of London has set a 'Vision Zero' goal to eradicate deaths and serious injuries from its streets by 2040

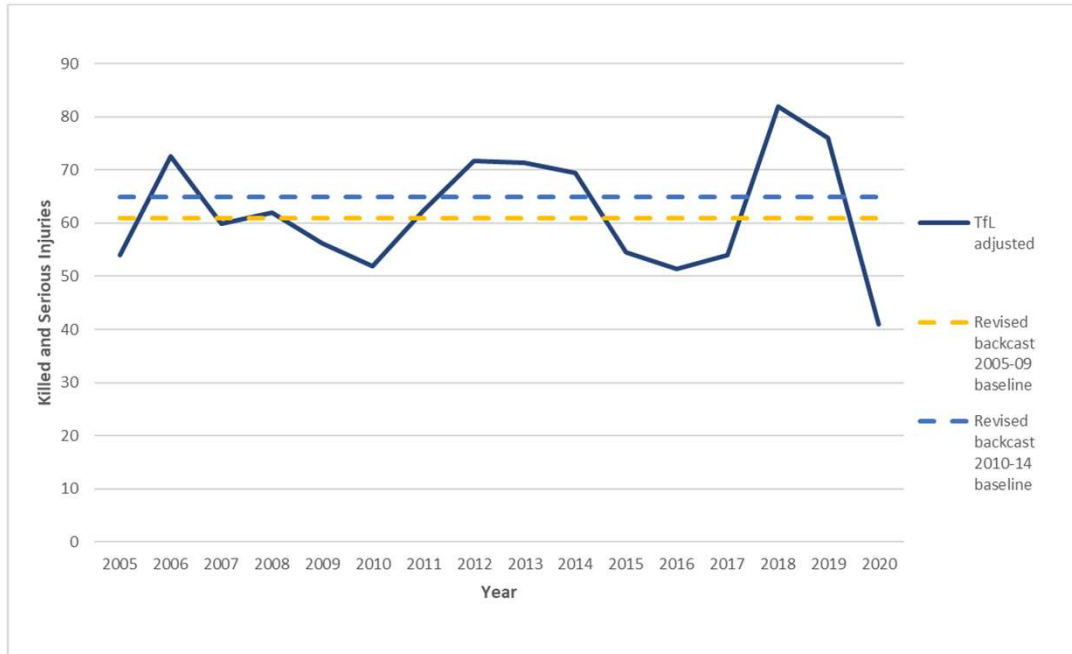
The commitment was made in the 2019 Transport Strategy, and is in line with the Mayor and TfL's goal for London



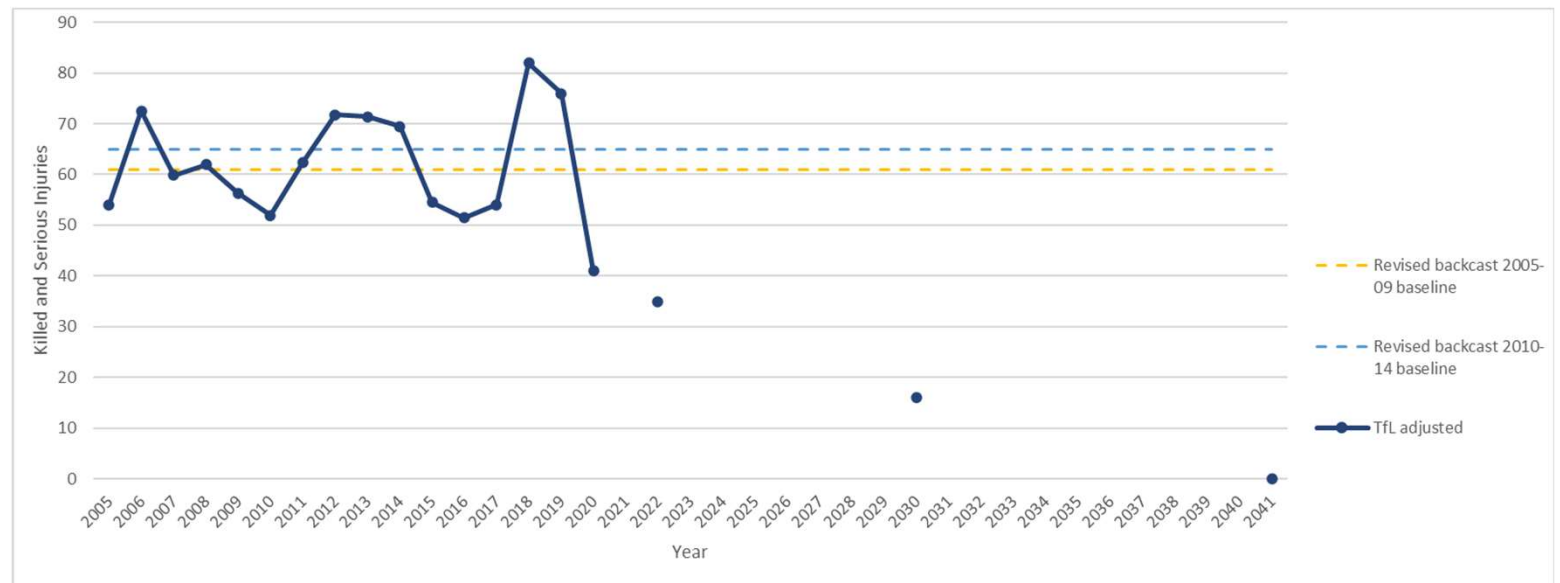
The Vision Zero ambition has been set in many cities across the UK, and internationally, and recognises that:

- no death or serious injury on our streets is inevitable or acceptable, and
- death or serious injury should not be the price or consequence of urban mobility

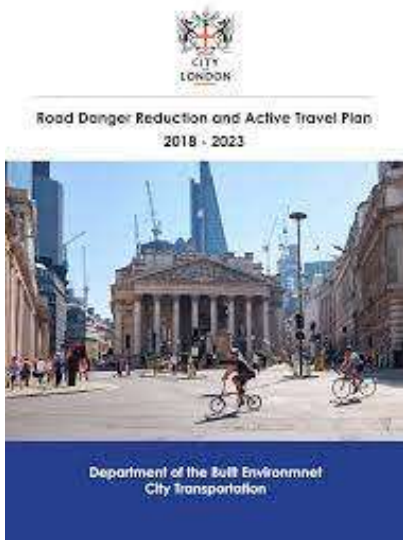
However, the City of London has seen fluctuating but broadly consistent levels of fatal and serious injuries over the last 15 years (c. 50-70 each year)...



...and even with the 'pandemic-effect' reduction in deaths and serious injuries, the targets set for the City appear very challenging



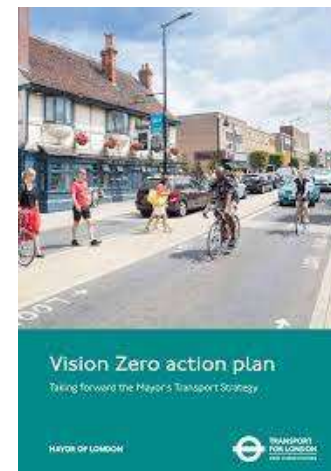
As such, we have committed to the Corporation's Planning and Transportation Committee to review and refresh the 2018 Road Danger Reduction Plan



Presents the opportunity to review progress, identify new and emerging challenges and opportunities



The policy landscape has changed, with new headwinds (gig economy, funding, new modes etc) and opportunities (Covid-19 reset, new modes etc)



The Safe System approach will provide the structure and ideological framework for reducing road risk in the City



1. **People make mistakes**, so the transport system needs to accommodate human error and unpredictability
2. There are **physical limits to what the human body can tolerate**. Our transport system needs to be **forgiving**, so that the impact of a collision is not sufficient to cause fatal or serious injury
3. All those with a role in designing, building, operating, managing and using our streets have a **responsibility to reduce danger**
4. All parts of the system must be **strengthened in combination** to multiply their effects, so that people are still protected if one part fails.

Reducing road risk is the key to unlocking other transport policy and societal goals...



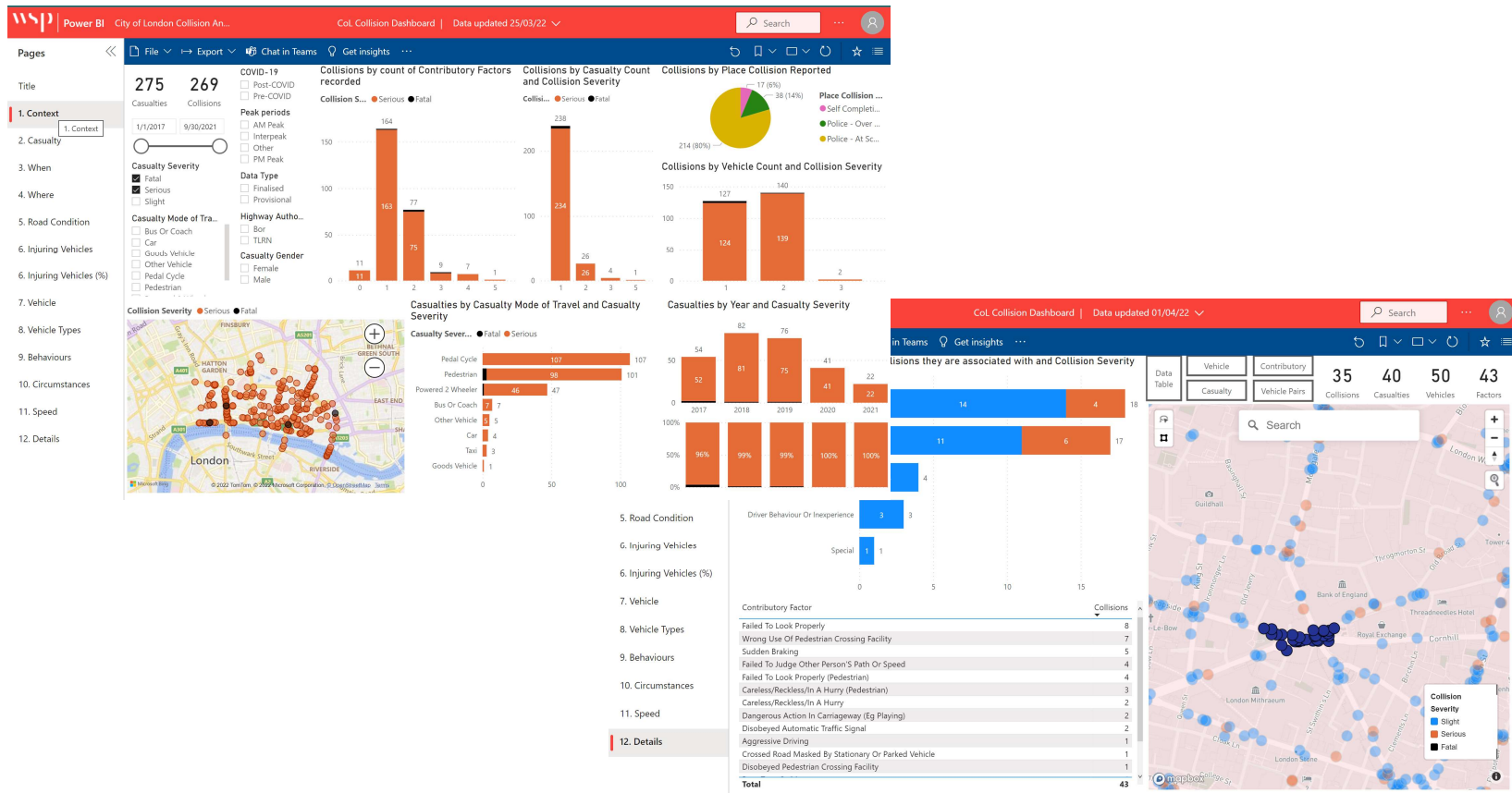
Through reducing risk on the City's streets, we can:

- Break down barriers to more walking and cycling
- Contribute to improved public health
- Improve localised air quality and reduce transport's contribution to the climate crisis, whilst,
- Creating an efficient and welcoming street environment



Overview of Collision and Casualty Trends in the City

To support a data-driven approach, the Corporation has recently developed a new road casualty and risk data dashboard...

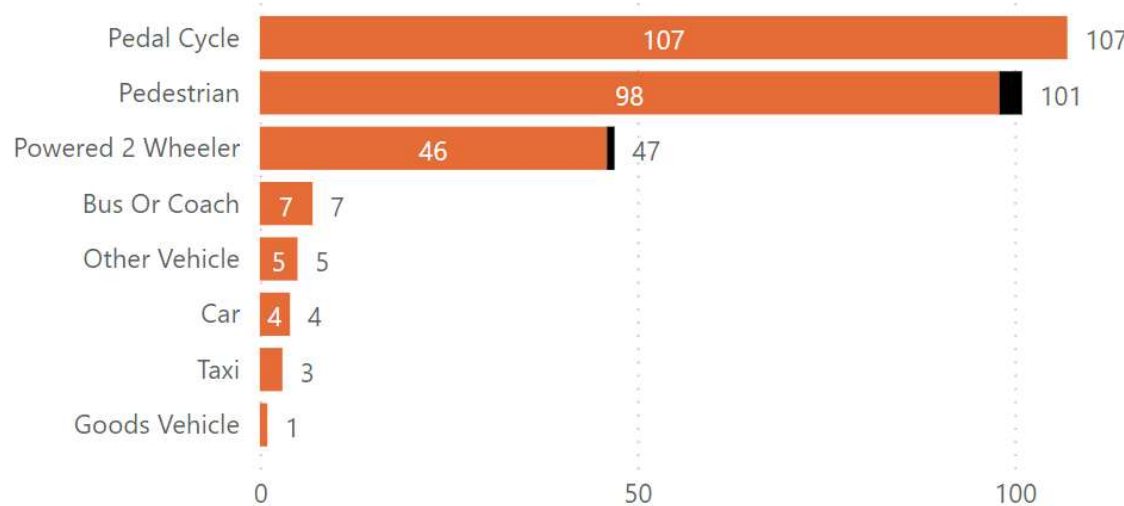


...to support with generating insight, ensuring evidence-led strategy development, and to ensure new and emerging trends in the data can be promptly responded to.



The City's casualty data shows that the challenges faced in the Square Mile are unique... (275 KSI casualties between 1/1/17 and 30/9/21)

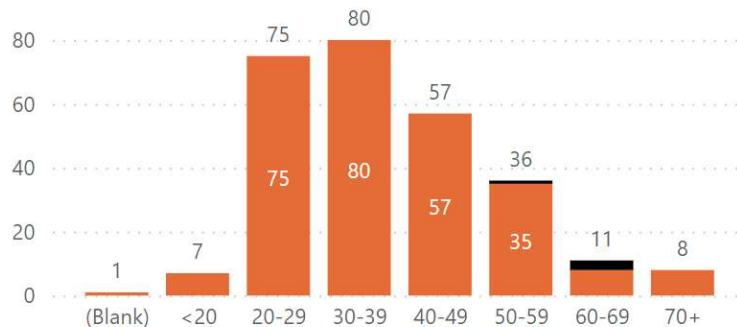
Casualties by Casualty Mode of Travel and Casualty Severity



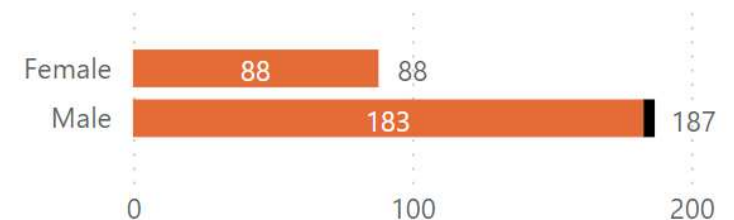
People walking cycling and riding a motorcycle make up 93% of all KSIs in the City...

...with the majority in their 20s and 30s, and over twice as many males as females

Casualties by Casualty Age band and Casualty Severity

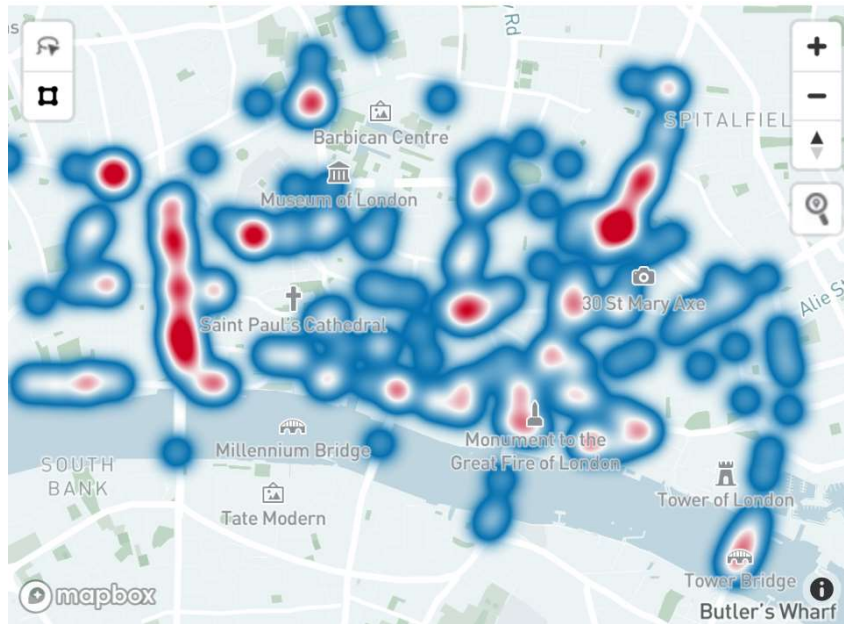


Casualties by Casualty Gender and Casualty Severity



Many of the problem locations are well known to us...

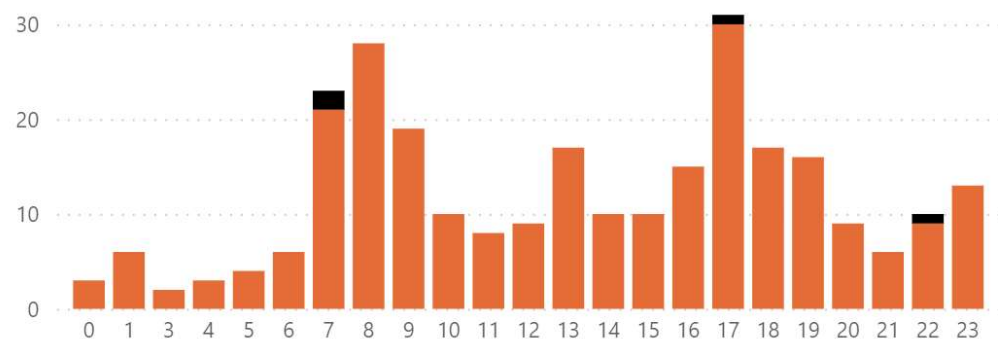
(275 KSI casualties between 1/1/17 and 30/9/21)



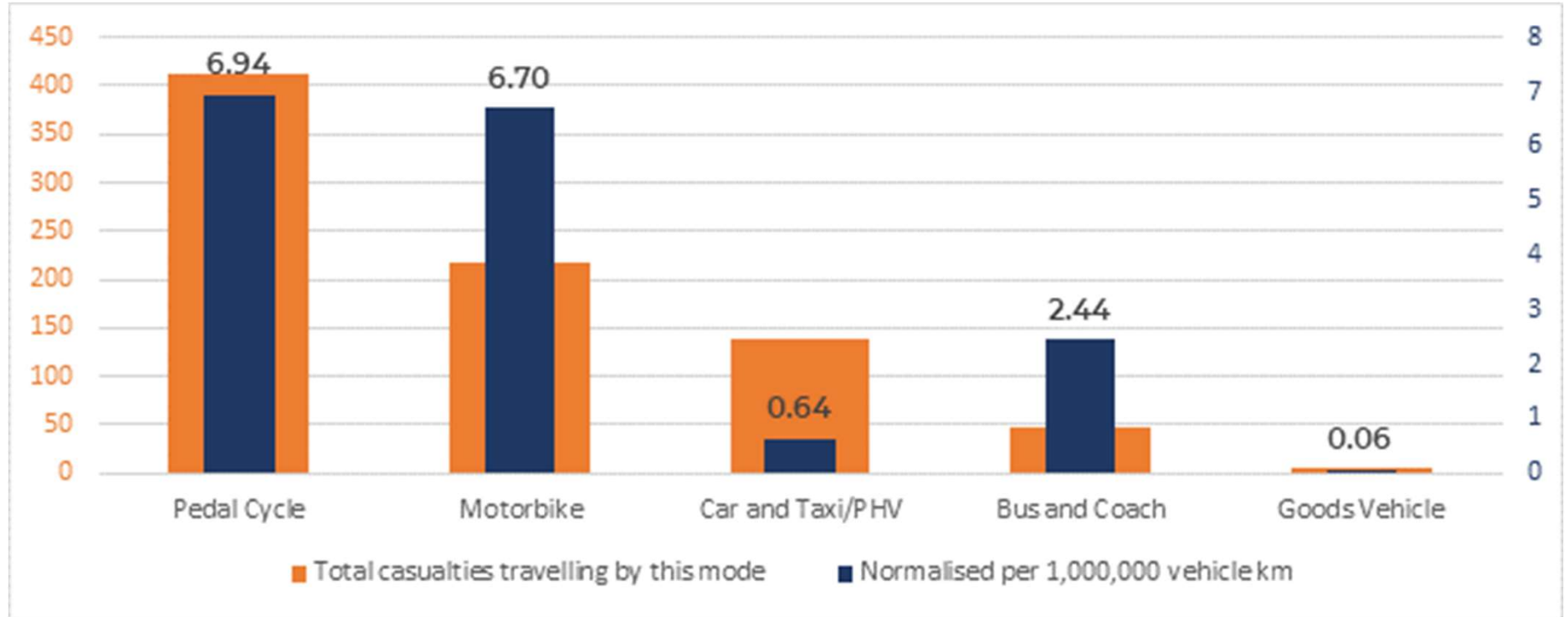
...but we are completing a review process to understand recent areas of particular concern and opportunities for quick wins.

Particular spikes in fatal and serious injuries are seen at morning, evening and lunchtime peaks

Casualties by Hour and Casualty Severity



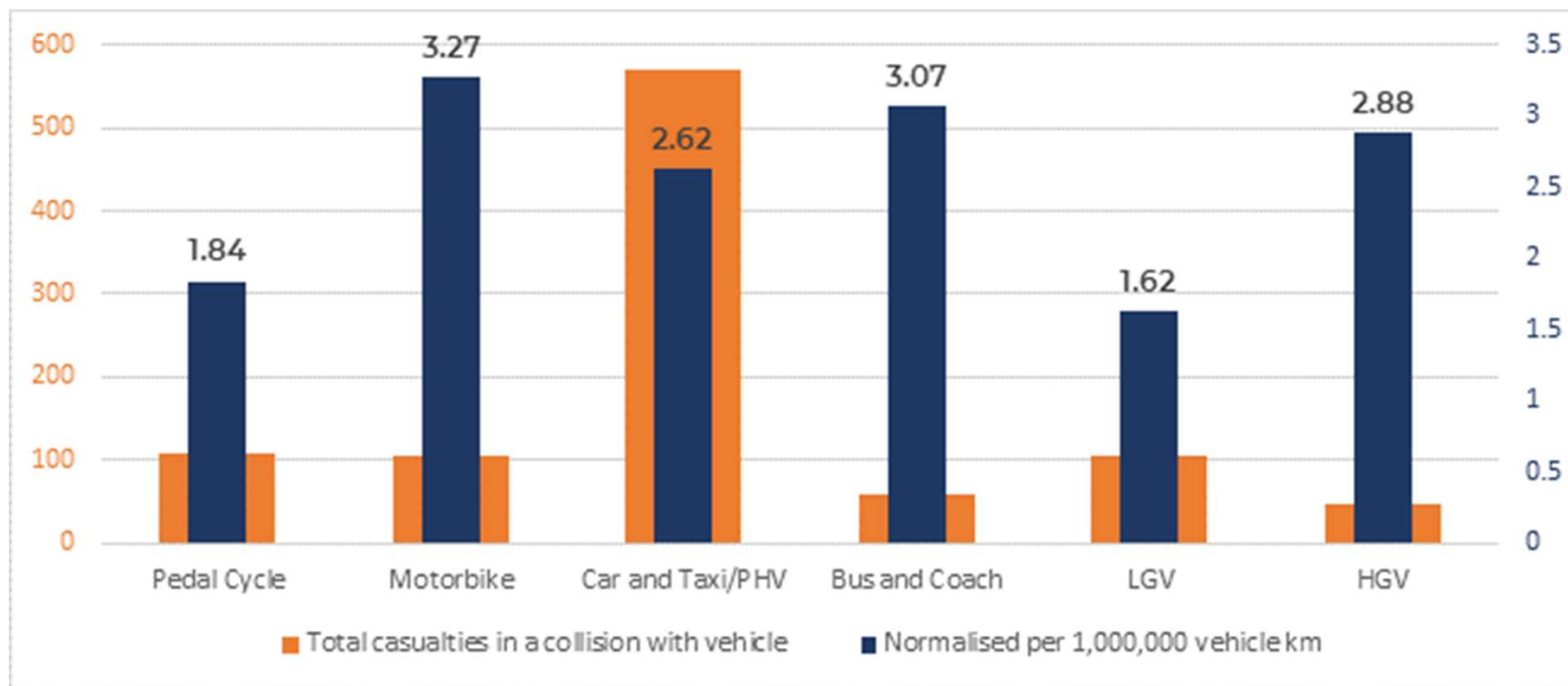
Different road users on the City's roads experience different level of risk...



People riding bicycles and powered two wheelers experience significantly higher risk than any other road user.

Interestingly, bus and coach passengers face higher risk than car / taxi and private hire passengers.

However, different vehicles on the City's roads pose different level of risk to others.



Motorcyclists pose the highest risk to others, followed by bus/coach, HGVs and car/taxi & PHV drivers.

People riding bicycles and driving LGVs pose the least risk to others on the City's roads.

- Questions??
- What are the key challenges relating to road risk in your part of the City?
- Are there issues that your employees experience other than those described?
- Any suggested solutions to the concerns identified, particularly using the ACN or your channels?

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