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Vision Zero for London

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Transport for London

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Our Vision Zero approach was developed to align with our Healthy Streets approach.
Our programmes have reduced KSI risk for all modes of travel, however KSI risk remains very high for people motorcycling and cycling.

- **Motorcyclist KSI risk is almost 25 times higher than average.**

- **Cycling KSI risk has fallen by almost 60% since 2012, whilst levels of cycling have increased by around 25%.**

- **Recent increase in KSI risk to car occupants alongside increases in the number of car occupant KSIs.**

![Graph showing KSI risk per journey travelled by road user (2005 to 2018)]
However changes in activity have meant that the absolute number of KSIs have not reduced in line with risk.
Vision Zero is an ethical commitment but in London we have set specific targets, the first is a 65 percent reduction in KSI's in 2022 against the 2005-09 baseline.

**Short term:**
- 65% reduction in KSI's by 2022 against the 2005-09 baseline

**Medium term:**
- 70% reduction in KSI's by 2030 against the new 2010-14 baseline

**Long term:**
- Zero KSI's by 2041

**Bus casualty targets:**
1. 70% reduction in KSI's in, or by, buses by 2022 against 2005-09 baseline
2. No one killed in, or by, a bus by 2030
We Have A Robust Medium Term Action Plan

Vision Zero Action Plan is a plan to 2023/24 that focuses on intelligence-led action to reduce risk on our streets.

- Safe Speeds
- Safe Streets
- Safe Vehicles
- Safe Behaviours
- Post-collision learning and criminal justice
Our action plan is focused on road danger reduction, rather than road safety

Traditional, reactive, road safety approach  Proactive road danger reduction approach
Issues and Solutions
What do we know about drivers

- Nearly a quarter (23%) of all drivers say they drive under the speed limit but still too fast for the situation
- 84% of drivers agree that you should never take a risk
- 34% admit to taking a risk they thought was justified
- Driving is an automatic behaviour and the difference between what people think and do can be catastrophic

“I am a great driver. I can take the odd risk as I am experienced.”

“Everyone else is the problem, not me. They need to change.”

We need drivers to see themselves as part of the problem and take responsibility for their behaviour.
Lowering speed limits on the TfL road network and using design to encourage compliance
Engineering

• Can be effective but....
  • Cost
  • Unintended consequences
  • Impact on bus and emergency services

Enforcement

Upholding the greater responsibility of those driving and riding for a living
Optimising safety cameras
ISA for bus fleet – Intelligent Speed Assistance

- Mandatory, intervening ISA.
- London Digital Speed Limit Map and iBus GPS signal.
- Limits engine power to help prevent the driver from exceeding the speed limit.
- Improves road safety, reduces emissions and saves fuel.
- Training given to drivers before use.
- Driver aid only.
- Analyzing data from rollout – c.10% of bus fleet fitted.
- Feedback from drivers to make improvements.
Challenging the Culture
Watch your speed. Everyone else does.
Questions

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