

City Hall Greens

Caroline Russell AM
City Hall
Kamal Chunchie Way
LONDON E16 1ZE

Mayor of London
City Hall
Kamal Chunchie Way
London E16 1ZE

06 July 2023

Dear Mayor,

Collision investigation and Vision Zero

I'd like to thank you and the Commissioner of Transport for London for your supportive and helpful responses to my questions today on the need for more work to investigate the causes and ensure successful prosecutions for the victims of road collisions in London.

One of the problems in scrutinising progress on Vision Zero is understanding what work is undertaken by which part of the police service, and what is funded by Transport for London (TfL) directly, for example in the Road and Transport Policing Command (RTPC). I very much valued my time with the RTPC earlier this year when I rode along with them, and I know they are keen to make a difference on Vision Zero, along with colleagues in the Met Police.

You said you would provide responses to some detailed questions that I raised, and to help you in this I have set out those questions below.

- 1) Could you provide a list of the responsibilities of the Road and Transport Policing Command – the police that TfL fund – on Vision Zero?

In the original Vision Zero Action Plan, published in 2018 there was a commitment (Action 12) to “Enhance and drive excellence in collision investigation and learning by: a. The MPS providing enhanced scene management and evidence-gathering training and equipment to MPS Roads and Transport Policing Command first responders, b. TfL working with the police and other delivery partners such as bus operators, to embed a new framework for improved, systematic information sharing and post-collision learning.”¹

- 2) Could you provide an update on the progress of Action 12 from the 2018 Vision Zero Action Plan?

Last year there were nearly four thousand serious injuries. The most serious collisions need proper investigations – campaigners think there's about 1,000 of those a year. People

¹ Vision Zero Action Plan, TfL, 2018 <https://content.tfl.gov.uk/vision-zero-action-plan.pdf>

involved in collisions and those supporting them find it hard to understand how the decisions are currently made about which collisions receive further investigation.

- 3) Could you explain how crashes are prioritised for detailed investigation - including numbers, and how that is communicated with victims of road collisions?

I would also like to understand what goes to the Serious Collision Investigation Unit, and what is done by borough teams – including the level of detail each of them would achieve in an investigation.

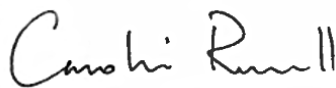
- 4) Could you explain how the difference between investigations in these teams works, and what sort of detail their investigations typically involve?

One of the concerns I heard from victims of road collisions is that many collisions investigated by borough teams can result in No Further Action being taken. The question is – is that because there is nothing further to investigate, or because of a lack of resource.

- 5) Could you give figures on the number of collision investigations resulting in No Further Action from the past five years, and the criteria applied in the decision to stop the investigation?

Finally, I just wanted to thank you for acknowledging that victims of road collisions need support in challenging the police to ensure an investigation is thorough and fair. This will help support the overall goal of Vision Zero – ensuring we learn from collisions on London streets, and that victims get justice.

Yours sincerely,



Caroline Russell
Green Party Member of the London Assembly