

MAYOR OF LONDON

Andrew Boff AM

Chair of the London Assembly
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Our ref: MGLA171123-0501

Date: 21 August 2024

Dear Andrew,

London Assembly (Plenary) Meeting 2 November 2023 – Motions

Thank you for your letter about the motions agreed at the London Assembly (Plenary) meeting on 2 November 2023. My reply to Motion 3.7 – Vision Zero Targets is below. Please accept my apologies for the delay in responding.

Motion 3.7 – Vision Zero Targets

Every death or serious injury on our streets is devastating, bringing heartache and tragedy to all those involved. I am more determined than ever to achieve my Vision Zero ambition for no one to be killed in or by a London bus by 2030 and for all deaths and serious injuries from road collisions on London's streets and the wider transport network to be eliminated by 2041. My medium-term target is to achieve a 70 per cent reduction in people killed or seriously injured by 2030, against the new 2010-14 baseline.

My Vision Zero Action Plan sets out an ambitious programme of activity to reduce road danger, which Transport for London (TfL) is working hard to deliver. London has made huge strides towards reaching Vision Zero, with deaths and serious injuries falling faster than the national average. Last year was the lowest year on record for fatalities, excluding 2020 and 2021, which were heavily affected by pandemic-related lockdowns and changes in travel patterns. However, while significant progress is being made, further action is needed to eliminate deaths and serious injuries on London's streets.

TfL set an extremely stretching target to reduce fatal and serious road casualties in London by 65 per cent by 2022. TfL also set a target to reduce by 70 per cent the number of people killed or seriously injured in or by a bus by 2022. Both targets were set in relation to the Transport Strategy baseline of 2005-09.

These targets were met in the years 2020 and 2021, but this was partly owing to altered travel behaviour resulting from the pandemic and associated lockdowns, with traffic levels – and therefore the number of people killed and seriously injured on London's roads – dropping significantly.

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However, 2022 saw a reversion to more typical numbers and patterns of injury as travel recovered following the ending of coronavirus restrictions. These changes led to a two per cent increase in the number of people injured (all severities) in road traffic collisions in Greater London compared to 2021. The number of people killed or seriously injured increased by 11 per cent compared to 2021. However, compared to the pre-pandemic 2017-19 average, the number of people killed was reduced by 17 per cent, and the total number of injuries was down by 12 per cent. The number of people killed or seriously injured was up by less than one per cent.

In the target year of 2022, compared to the 2005-09 baseline, the number of people killed in collisions in London reduced by 52 per cent. Overall, there was a 38 per cent reduction in the number of deaths and serious injuries and a 60 per cent reduction in the number of people killed in collisions involving London buses. This means the 65 per cent target for all road users and the 70 per cent target for buses by 2022 have not been met, despite having achieved this target for the previous two years.

The effect on the families, friends, and communities impacted by these deaths and life-changing injuries is immense and emphasises the need for further collaboration, focus, and funding.

I remain committed to achieving my Vision Zero goals and eradicating all loss of life and serious injuries from London's streets by 2041. TfL is working to refresh my Vision Zero Action Plan to ensure we have the right programme of activity in place to make London's streets safe for all.

More broadly, TfL's approach to reducing road danger in London is multi-faceted. TfL has worked closely with boroughs and the police to introduce a 20mph speed limit on 264km of the TfL Road Network, achieving our Vision Zero Action Plan target of 220km by May 2024. Indicative TfL monitoring of the 20mph speed limits introduced on roads within the central London Congestion Charging Zone shows that the number of collisions resulting in death or serious injury have reduced by 25 per cent on these roads.

TfL also launched the new Meal & Grocery Delivery Road Safety Charter, setting out principles that companies can use to support safety and, with partners, has called on the Government to make changes to Compulsory Basic Training for motorcyclists to strengthen safety standards and reduce danger on the roads.

TfL's bus safety strategy was published in September 2023, setting out priorities for the network and mandating the latest safety technologies on new buses.

Working in partnership with the boroughs, which are responsible for managing 95 per cent of the capital's road network, we are delivering safe streets across London. This includes more than quadrupling the size of the Cycleway network since 2016 to reach over 390km in June 2024, improving 45 dangerous junctions, and supporting the boroughs in rolling out more than 100 Low Traffic Neighbourhoods.

Supporting those impacted by collisions is also crucial. I am pleased that we have launched a new victim support service pilot by TfL, the Mayor's Office for Policing and Crime, police services, Brake and Road Peace. This is improving support for victims affected by the most serious road traffic collisions in London and those experiencing catastrophic injury or bereavement. Over the one-year pilot period, TfL will evaluate how the service is working, which will inform the future approach beyond the trial.

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Furthermore, from October 2024, HGVs over 12 tonnes will be required to have a three-star rating or fit a Progressive Safe System of vehicle safety measures to operate in Greater London, enhancing the current Direct Vision Standard requirement. The upcoming changes aim to further enhance the safety standards of HGVs operating in the capital, helping to reduce road danger for all, including vulnerable road users such as people walking and cycling.

I will continue to put reducing road danger at the heart of our work so that London can achieve Vision Zero. We can only achieve our road safety goals through collective action, and I remain committed to working in close partnership with London's boroughs, the police, and other agencies in London, as well as the Government.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Sadiq Khan', with a small number '2' written below the name.

Sadiq Khan
Mayor of London