

Good Morning all,

I hope you're well. Earlier this week, we hosted the first session of the Vision Zero Reference Group in 2023. The Vision Zero Reference Group brings together government bodies, London's boroughs, the business sector, road safety charities, community and road user groups to address safety on London's roads and work together to bring road danger reduction up the agenda.

We feel that this week's session was hugely collaborative and productive, and are already receiving positive feedback from our key Vision Zero stakeholders. Most importantly, the forum helped to drive much-needed support and momentum ahead of the forthcoming publication of the Vision Zero Inequalities Report.

The session was introduced by Lilli Matson, with support from Stuart Reid and Mandy McGregor, and was attended by representatives from the following organisations, including, but not limited to:

- Action Vision Zero
- The British Motorcycle Federation
- Confederation of Passenger Transport
- GLA
- London Councils
- London Cycling Campaign
- London Road Safety Council
- The Licensed Taxi Drivers' Association
- The Metropolitan Police Service
- RoadPeace
- Brake
- Sustrans

Zoe Cotton presented on our forthcoming Vision Zero inequalities research, affording the group the opportunity to come together to discuss the findings and potential solutions ahead of publication. Amy Pidwill also provided a general update on Vision Zero one year on from the 2021 Progress Report, including on the roll-out of Intelligent Speed Assistance (ISA) across TfL's vehicle fleets, highlighting outcomes from our first Road Safety Forum for the Grocery and Meal Delivery Industry and the upcoming second phase of the Direct Vision Standard consultation.

The group commented on the need to go deeper into the data from the Inequalities Report to identify clear actions, and engage directly with those who are disproportionately affected by road danger. Other discussion centred around:

- The need for TfL to use the Inequalities Report data to rebalance trade-offs on the network that are being made between road capacity vs safety [REDACTED]
- The importance of traffic volume reduction as key to achieving Vision Zero in London. Specifically, that the Safe System approach has been effective but typically fails to embrace the importance of reducing traffic volumes, which we've seen the significance of during the pandemic [REDACTED]
- The need for better overall statistics around vehicle speeds and compliance with speed limits across London. Stronger metrics would better able us to track excess

speed over time in relation to Vision Zero targets [REDACTED]

- The need for borough-level enforcement data [REDACTED] [REDACTED] Mandy McGregor advised that we will soon launch an enforcement dashboard; unfortunately, borough-level data won't be included to begin with but she confirmed we are looking to incorporate it as soon as we can
- [REDACTED] London Councils are keen to push the decriminalisation agenda for low level offences on borough roads, we updated on continued discussions about this [REDACTED]
- The need for more dedicated investment in crossing and safer junctions, especially on TfL Roads [REDACTED] We confirmed that we now have funding to move forward with the Safer Junctions programme and improving crossings
- Maintenance of highways as a key driver to improve road safety, particularly in light of the uptake in micromobility [REDACTED]
- Concern about the increase in cycling collisions, and confusion between different data sources [REDACTED] We've mentioned there has been a change in the way TfL counts the number of cycling journeys, which will be detailed in the forthcoming Cycling Action Plan
- Our work with other metropolitan authorities on Vision Zero strategies. It is recognised that there is support for a more structured approach; the [REDACTED] [REDACTED] has submitted a proposal to the DfT for a road safety grant, and we are working together to push forward [REDACTED]

EI Thomas took thorough notes during the session – thank you EI – which are attached here, should you like to read about the session in more detail. The session was also recorded, with the video link available for [here](#) for 60 days.

Feedback from our stakeholders is vital to shaping and informing our work as we continue working hard to achieve our ambitious target for no-one to be killed or seriously injured on London's roads by 2041. The next Vision Zero Reference group will be scheduled for July.

If you have any questions, please let me know. Please feel free to share this summary note with colleagues who may find this of interest.

Thanks,

Kate