

Road Danger Reduction Plan 2018 - 2023

Working Towards Vision Zero





Increase in employment in the City of London over the six years to 2016.

There are

483,000

workers in the City of London, or 9% of London's total workforce. 1 in 63 GB workers are employed in the City.



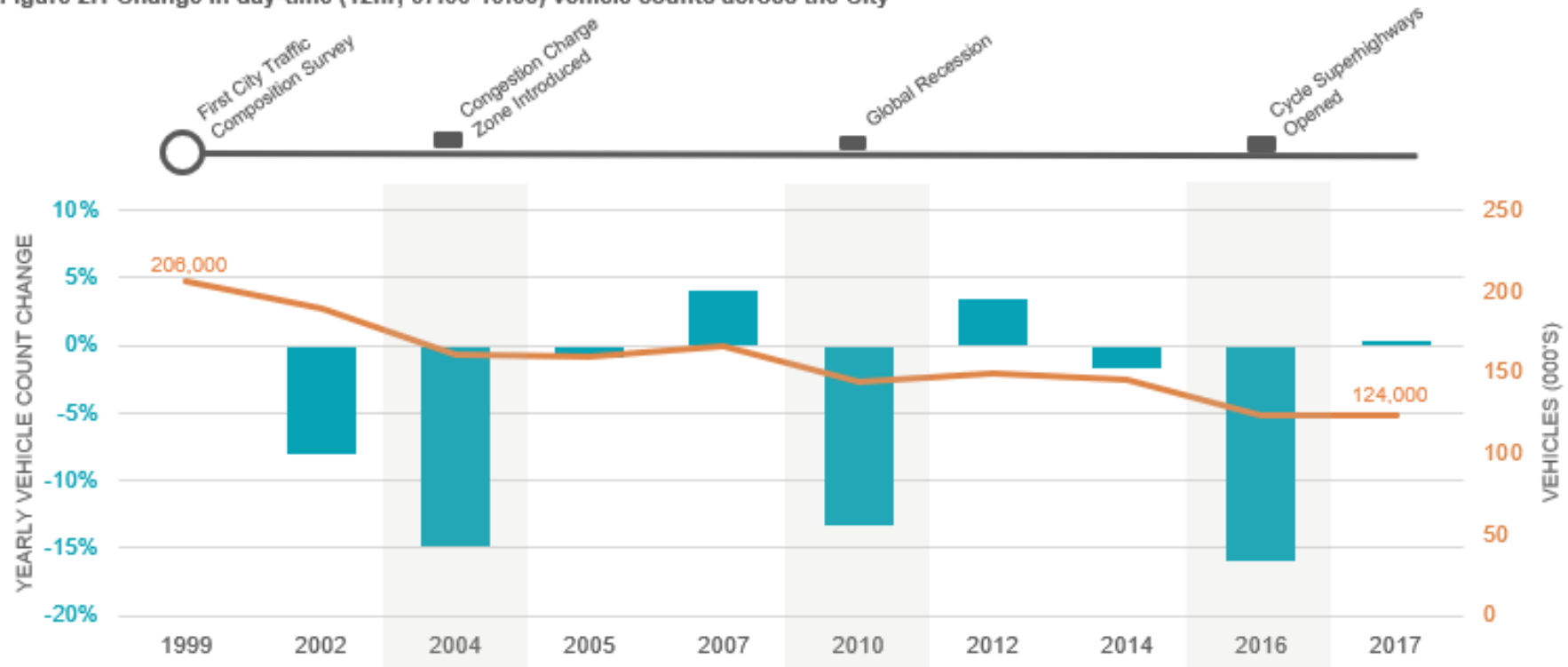
About the Square Mile



Reduction in motor traffic

*Historical trend data is representative of the twelve screenline count sites (CC1-12).

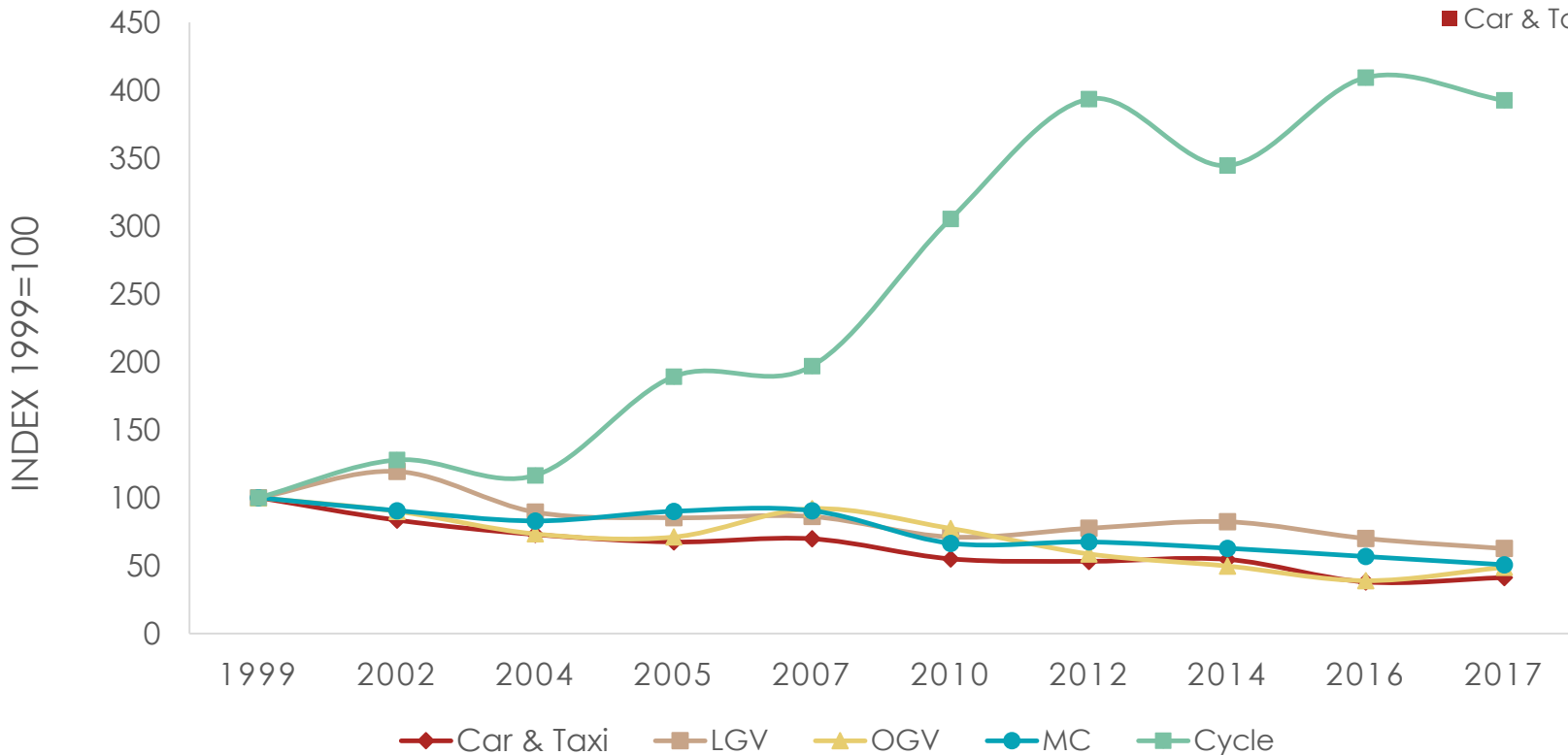
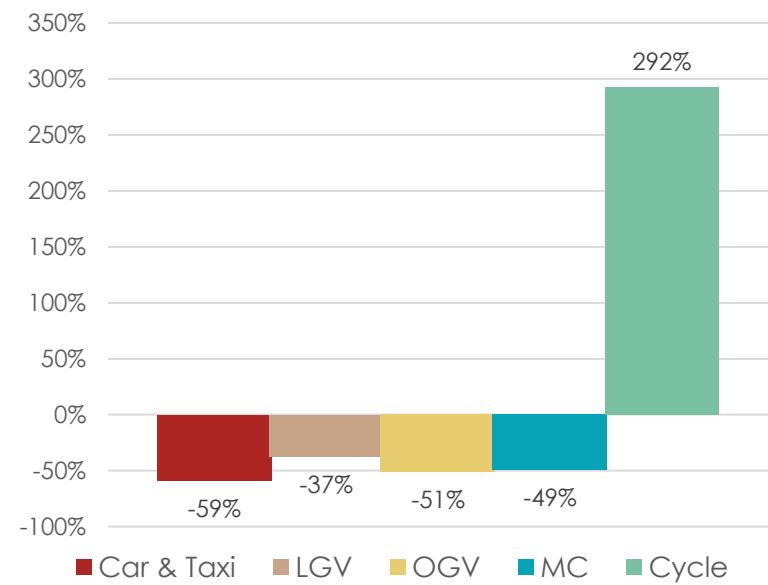
Figure 2.1 Change in day-time (12hr; 07:00-19:00) vehicle counts across the City



Increasing number of cyclists

Indexed (12 sites & 12 hours)

Figure 2.2 Percentage change 1999-2017 in day-time time vehicle counts across the City (12hr)

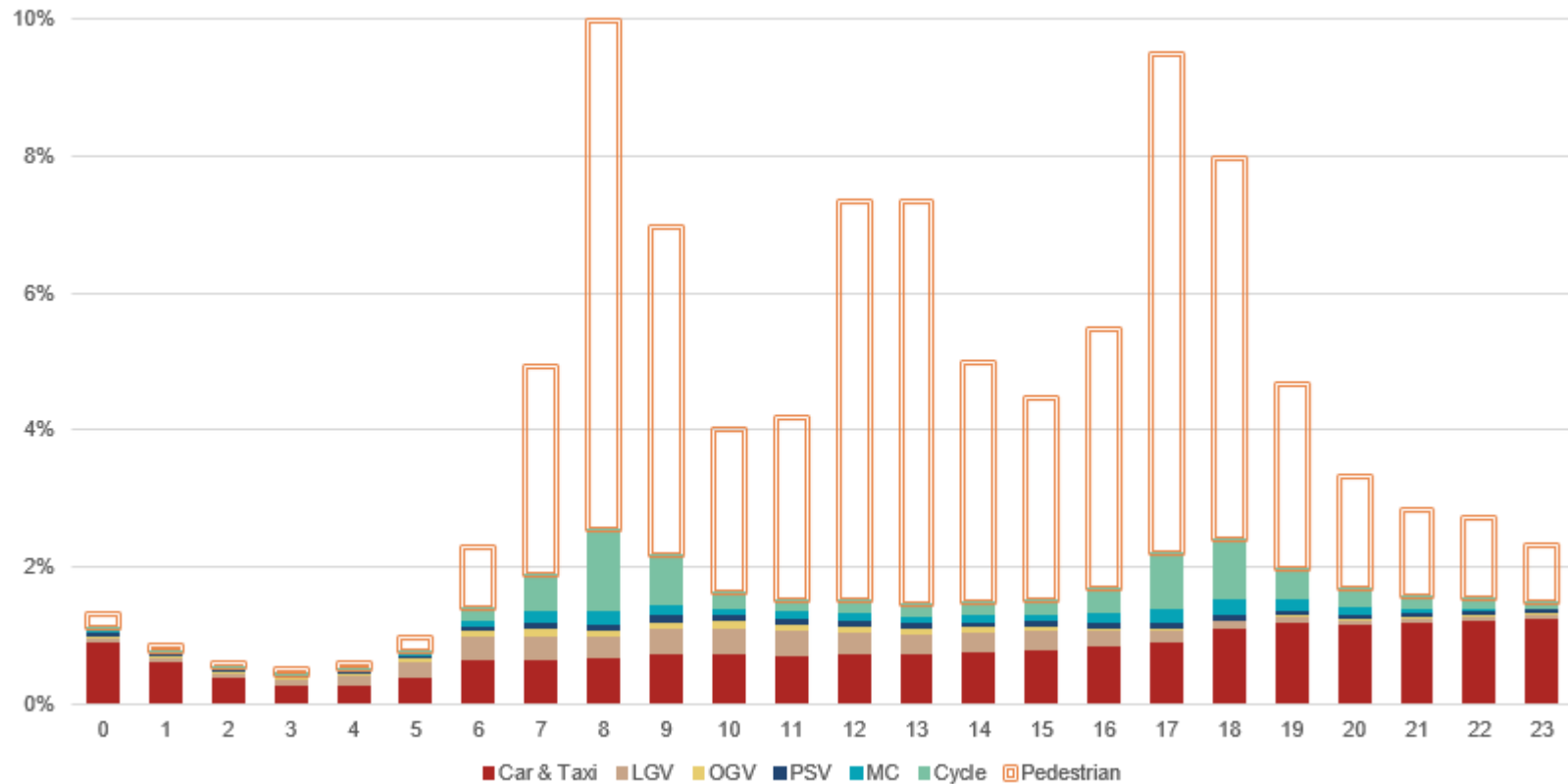




Presenters
Presentatic

Lots of active travel

Figure 3.5 All modes counts by hour of day and percentage of daily traffic



City of London



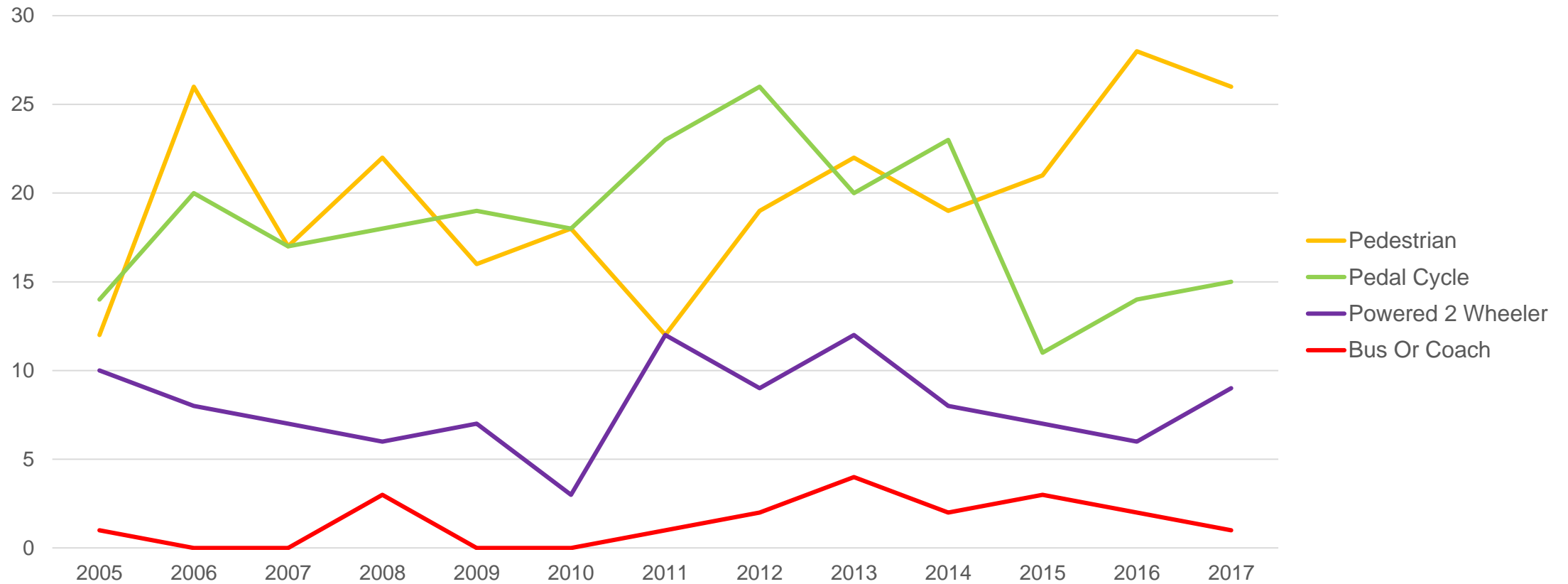
The problem?



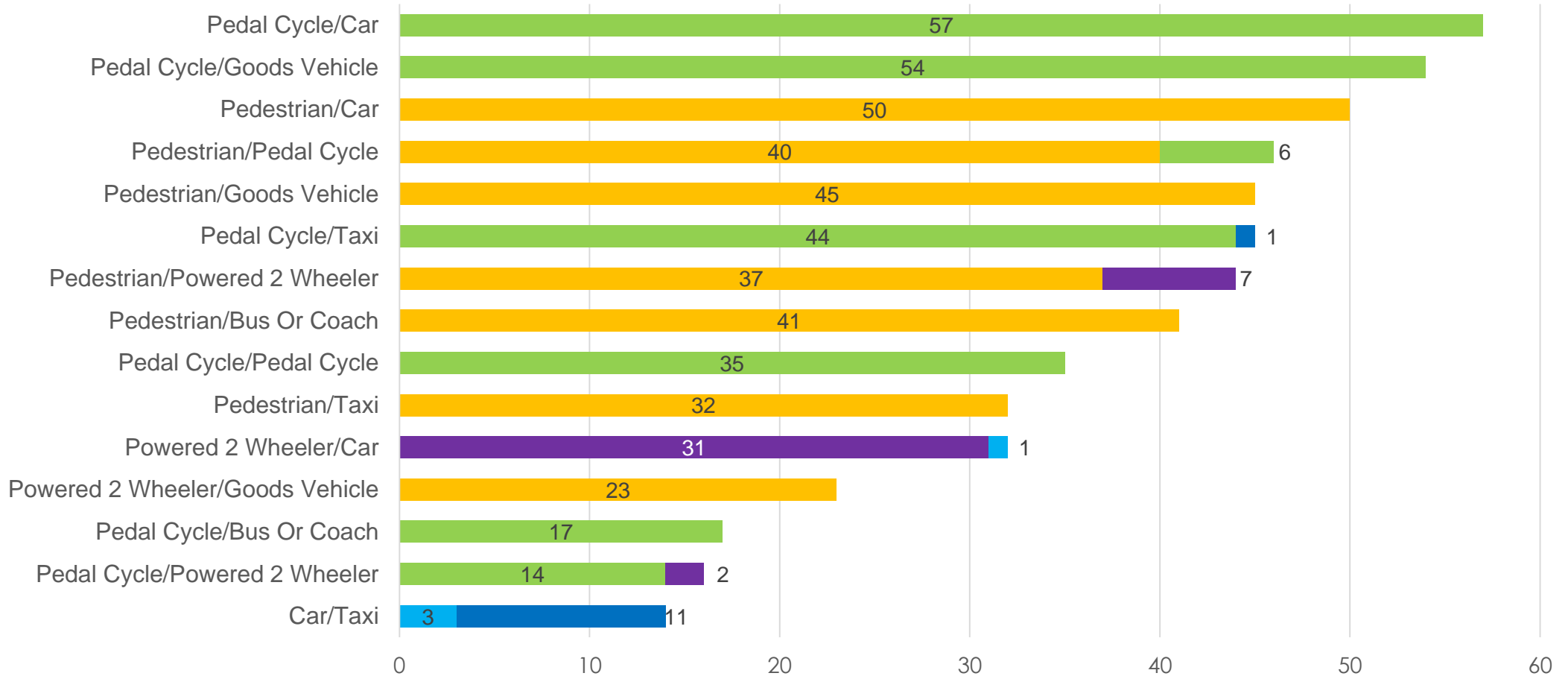


Increased number of collisions involving people on foot.

Killed and Serious Injuries by Transport Mode (2005-2017)

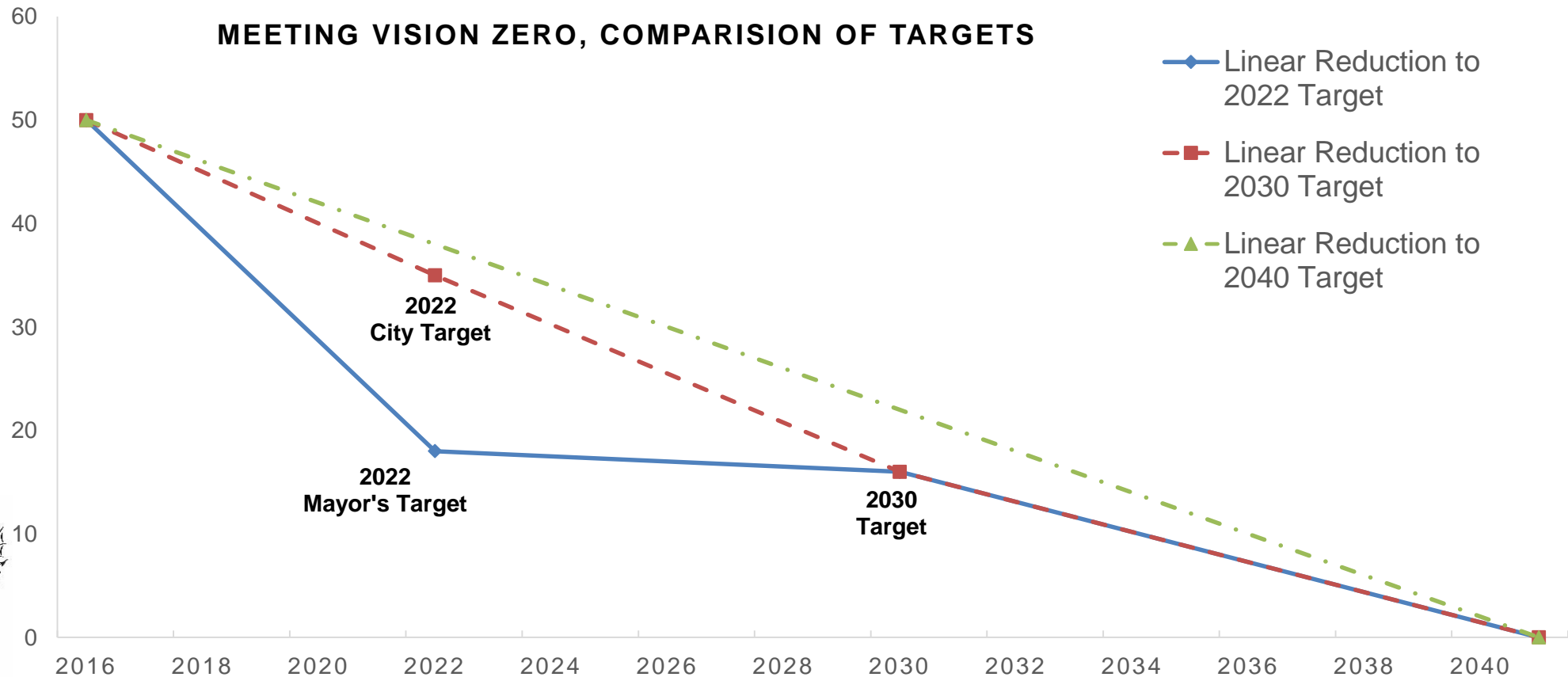


Killed or Serious Injury - Most Frequent Conflicting Pairs (2005-2017)

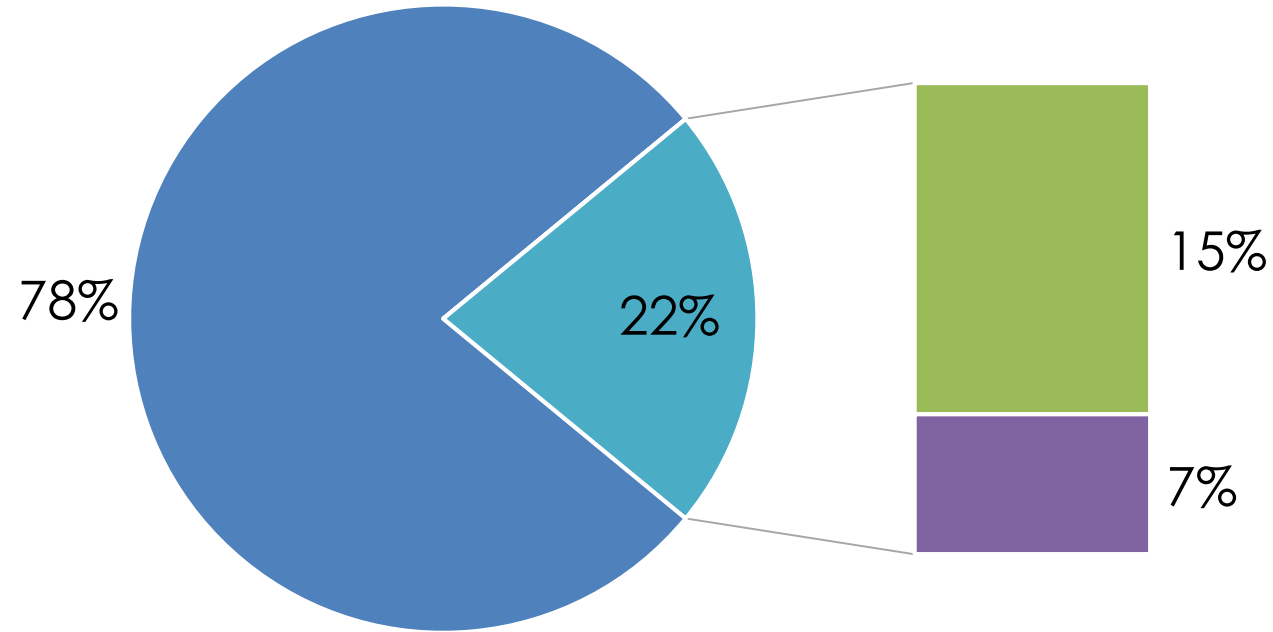


Proposed Targets

- By 2022 – no more than 35 people Killed or Seriously Injured
- By 2030 – no more than 16 people killed or seriously injured



Do you agree with the targets?



■ Yes ■ No ■ Not ambitious enough ■ Too ambitious

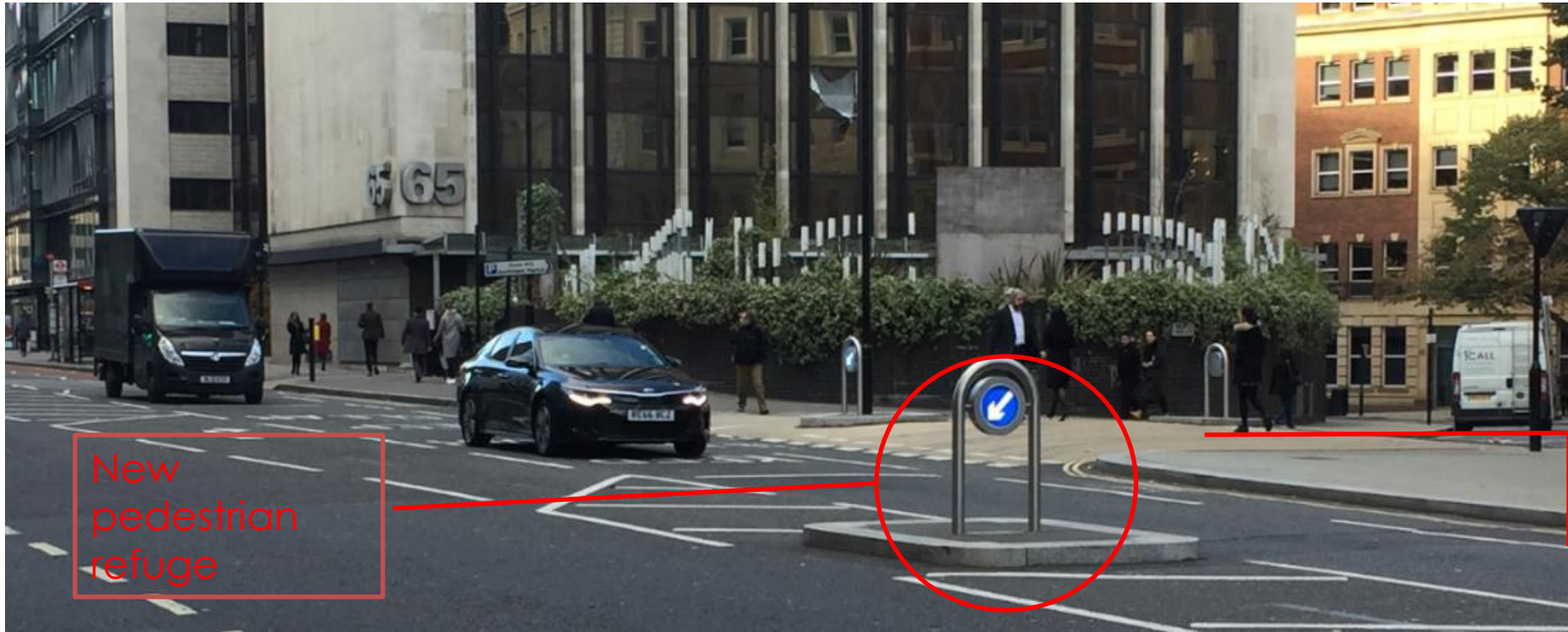
Road Danger Reduction Plan

- 5 – year Plan
- Follows the Safe System Approach

Safer Streets

STEP 1. Safer Street Design:

- Implement changes to the street design to reduce the manoeuvres and behaviours that lead to collisions that cause injury.
- Promoted these changes to the local community.



New
pedestrian
refuge

Raised
crossing

STEP 2. Timed closures:

Areas and times with the highest density of active travellers.

Lunchtime Streets 2019



Safer speeds

Step 3: Reduce speed

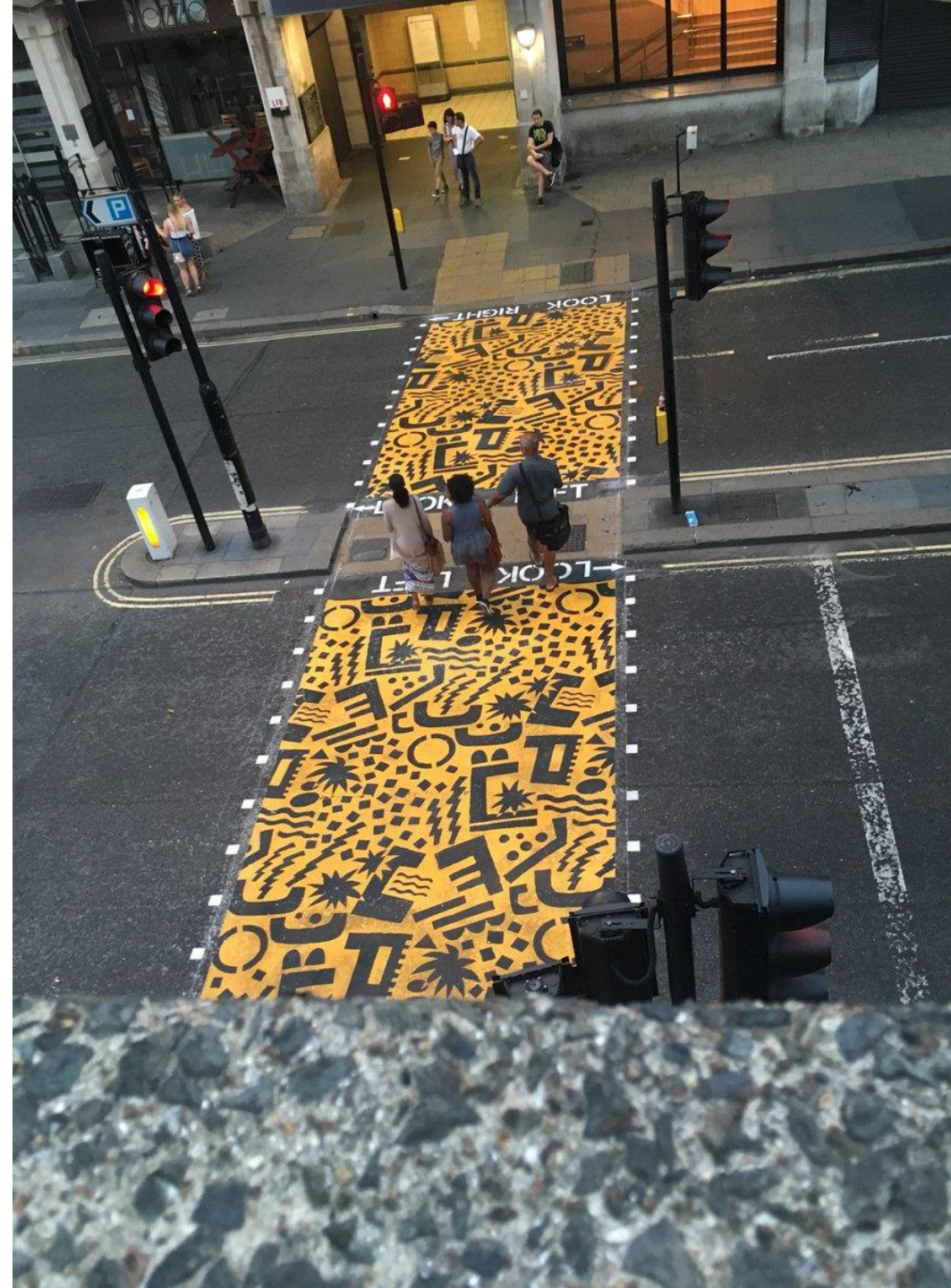
20mph speed limit - 15mph

- Education
- Engagement
- Enforcement
- Technology: 'Intelligent'
 - Speed Adaptation'
 - Speed Cameras



STEP 4. Tactical urbanism

Low cost materials to change the perception of who has priority





Safer vehicles

STEP 5. Safer freight

- The City works with every construction site in the City to ensure the safest Heavy Goods Vehicles and best trained drivers.
- We will work to encourage City businesses to promote safer vehicles, driving standards and training, for their supply chain.



ROAD SAFETY

 CLOCS	 Safer Supply Chains	 Trained Drivers
 FORS	 Vehicles Checked	 Contracts Enforced


CITY OF LONDON


CCS

Driving Compliance for a Safer City

Step 6: Traffic Reduction:

- We will work to reduce non-essential traffic from the City's streets, with a particular emphasis on reducing traffic at peak times when the majority of people on foot or bicycle are travelling.



Safer behaviours

STEP 7. Behaviour change: attitudes to travel programme

LOOK AROUND

BE AWARE

BE CONSIDERATE

LESS HASTE

**BE BRAKE
READY!**

Step 8 & 9: Safer Riders – Safer Drivers

- Rider forums to engage with motor and pedal cyclists
- Promote cycle and powered two-wheeler (P2W) training.
- Promote behaviours that reduce collisions

**BE AWARE
OF OTHER
ROAD USERS!**

Cross-over hands when
you open the door

Look behind you



STEP 10. Stakeholder engagement

- **The Active City Network (ACN)**
www.activecitynetwork.com



- **Road Danger Reduction Partnership (RDRP):**

Road
Danger
Reduction
Partnership

A horizontal banner with an orange border containing the logos of the partners in the Road Danger Reduction Partnership. From left to right, the logos are: the City of London crest, the London Fire Brigade (LFB) logo, the Greater London Authority logo, the City of London Police logo, and the Transport for London logo.

And: The Met, central London Boroughs, LAS

City of London



Thank-you