

	ACTION	LEAD AGENCY	OTHER AGENCIES
	SAFE STREETS		
6	The City of London Corporation will work with TfL to apply design principles and practices that minimise the risk to the most vulnerable users of the City's streets. The prioritisation process for future schemes will incorporate casualty prevention	City Corporation	
6.1	Develop a City of London Vision Zero design audit that will be applied to all engineering schemes, to ensure that guidance and best practice has been applied.	City Corporation	Transport for London
6.2	Ensure the successes of casualty reduction schemes are shared in future, and also that the anticipated reduction in casualties and road danger, leading to other ancillary benefits, are incorporated into the prioritisation process	City Corporation	Transport for London
6.3	Existing and planned best practice guidance such as the London Cycling Design Standards, Motorcycle Design Guide and Planning for Walking Toolkit will all be used and applied where appropriate in future scheme development	City Corporation	Transport for London
7	A programme of junction improvement schemes will be scoped, designed and delivered to reduce danger and the fear of danger at priority locations.	City Corporation	
7.1	Deliver a prioritised programme to re-design and de-risk the junction locations where the risk of serious collisions is the greatest	City Corporation	Transport for London
7.2	The process of priority junction identification will be refreshed on an annual basis, to ensure problem locations are understood and that the profile of road risk has not significantly changed	City Corporation	Transport for London
8	Deliver a range of engineering initiatives that reduce risk to the most vulnerable users of the City's streets – those walking, cycling and riding powered two wheelers – through enhanced engagement with the groups that represent them.	City Corporation	
8.1	<ul style="list-style-type: none"> •Work with TfL to identify potential locations for the introduction of green person authority signalised crossings to prioritise movement of people walking •Raising the carriageway to pavement level at side streets to prioritise people walking, improve accessibility and reduce speeds •Work with TfL to minimise waiting times and maximise crossing times at signalised pedestrian crossings •Review pavement and pedestrian island widths at locations with high footfall •Commission research to better understand conflict between people walking and cycling, to help identify design engineering and behavioural solutions that reduce injury •Further enhance pedestrian priority on 'Local Access' streets 	City Corporation	Transport for London
8.2	<ul style="list-style-type: none"> • Use the City's Vision Zero Collision Data dashboard to help inform the network of future cycle infrastructure improvements • Review collision conflicts in the context of parking and loading bays to ascertain whether risk for people riding cycles or powered two wheelers is higher where parking and loading is present • Work with TfL to identify signal timing improvements that will reduce risk at junction locations and improve convenience for people walking and cycling • Use third party data (e.g. Strava) to identify high cyclist flow routes and consider further segregation / improvements for these routes, particularly where collision clusters exist 	City Corporation	Transport for London
8.3	<ul style="list-style-type: none"> •Use the City's Vision Zero Collision Data dashboard to identify and prioritise powered two wheeler collision clusters • Infrastructure schemes in the City will take into account best practice design and engineering principles to reduce risk to powered two wheelers, through road safety audits and TfL's Motorcycle Safety Review Tool, which the City Corporation will help develop and subsequently apply 	City Corporation	Transport for London
9	Enhance the delivery of road danger reduction engineering initiatives through effective monitoring and reporting, whilst seeking additional funding opportunities and future proofing the network.	City Corporation	
9.1	The City Corporation will seek new funding sources and opportunities for road safety research and/or schemes, e.g. for research through Small and Themed grants from the Road Safety Trust or other grant making trusts	City Corporation	
9.2	The City Corporation will ensure that safety and the reduction of road risk is made central to all infrastructure delivery, including major schemes, minor schemes, Healthy Streets programmes and Section 278 agreements		
9.3	The planning process will be used to ensure that where appropriate, new developments contribute to providing safer streets by securing highway works to mitigate the impact of the development and to reduce road risk	City Corporation	
9.4	The City Corporation will investigate ways to enhance and advertise the process of reporting road defects or locations of concern e.g. working with partners such as fixmystreet.com and/or TfL's ReportIt tool. The City Corporation will clearly label completed works and provide statistics on repair times whilst promoting the City's highway reporting website (e.g. QR codes on street furniture and local magazines/blogs CityView & CityResident) (action 9.3).	City Corporation	Transport for London
9.5	Make better use of TfL's Traffic Accident Diary System (TADS) collision monitoring system to monitor new schemes for collisions to identify and fix any teething problems quickly and build a best practice portfolio of successful scheme design	City Corporation	Transport for London
9.6	Lastly, the City Corporation will work with TfL and relevant industry partners to identify advancements in infrastructure technology and consider how they should be integrated into the network in future, e.g. interactive signage or 'connected infrastructure' with the ability to interact with vehicle movements	City Corporation	Transport for London