Police Authority Board – 24 May 2023
Appendix 1: Draft Vision Zero plan

City of London Vision Zero Plan 2023-2028

Forewords

Shravan Joshi, Chair of Planning and Transportation Committee, City of London Corporation

TBC

City of London Police Commissioner, City of London Police

TBC

Transport for London (Lilli Matson, Chief Safety, Health and Environment Officer)

Currently being reviewed by TfL and awaiting confirmation of sign-off process for TfL Chief Safety Health and Environment Officer

Contents

Table of Figures

Executive Summary

To follow

Section A: Context, Approach and Framework for Delivery

Introduction

Context

The City of London is unique in its position as a global business and financial district at the heart of the Capital. It is also unique in its environment and transport mix, with a large number and proportion of people walking and cycling on streets that are narrow and centuries old. This combination creates the potential for conflict between users of the City's streets, and challenges relating to road danger unlike anywhere else in London or the UK.

Despite these challenges, and in line with the Mayor of London's ambition and international best practice, the City of London Corporation has committed to seeking the elimination of all transport related deaths and serious injuries from the streets of the Square Mile. This ambition is known as Vision Zero, and the City Corporation hopes to achieve it by 2040. The City Corporation, City of London Police, Transport for London and emergency service partners remain convinced that death or serious injury should never be a price to pay for travelling around the Square Mile.

PHOTO:

Generic – City street

In 2018, the City Corporation published a five-year Road Danger Reduction and Active Travel Plan. The following year, in 2019, the City Corporation's Transport Strategy provided further detail on the measures and programmes that would help achieve the ambitious goal to prevent fatal and serious casualties on the City's streets.

The Transport Strategy sets the strategic direction for achieving Vision Zero, and a range of ambitious road danger reduction measures have been delivered in the period since. However, the City Corporation is currently not on track to achieve the targets it has set. The 2020 and 2021 calendar years saw a reduction in the number of people killed and seriously injured. This is largely as a result of the Covid-19 pandemic and the associated reduction in the number of people using the City's streets. If this 2-year

anomaly in the data series is discounted then the City faces real challenges in remaining on track to its current 2030 target of fewer than 16 fatal or serious casualties, and short term 2022 target for a reduction to below 35[1].

This Vision Zero Plan for the Square Mile reaffirms our commitment to seek to eradicate deaths and serious injuries and details an evidence-led and ambitious programme of action.

An endeavour as bold and transformational as Vision Zero cannot be delivered by one agency alone, and for this reason, this Plan and the delivery of actions contained within it are a partnership between the City Corporation, City Police, TfL, emergency service partners, the business community and many others.

Vision Zero at the centre of transport and societal goals

Each time a person is killed or seriously injured on the City's streets, the impacts in terms of grief, emotional trauma and financial hardship are felt far beyond the individual. Serious collisions shatter lives and the repercussions are often hidden from society's view or seen as the inevitable biproduct of travel. The City Corporation, City Police and partners must challenge this thinking, and reinforce the view that these tragic events are neither unavoidable nor bearable.

PHOTO:

Pic of City street with trees – e.g. front page of Climate Action Strategy

However, beyond the moral and ethical imperative to prevent these catastrophic events, the prevention of casualties, reduction of road danger and improved perception of safety are all essential to achieving our broader transport and societal goals.

11

Figure 1: Chart to show relationship between Vision Zero and other transport goals

Vision Zero sits at the heart of the Healthy Streets approach, and other transport policy objectives are dependent on its success. Reducing road danger not only helps to prevent casualties. It also unlocks the potential for more walking and cycling trips, contributes to a zero carbon transport system, improves local air quality and reduces congestion through improving the efficiency of the street network. All of these help to tackle two of the most serious and pressing issues facing our society:

- the public health crisis brought about by inactivity, manifested through increased obesity, heart disease and diabetes, and
- the changing global climate and the need to build resilience, champion sustainable growth and support the achievement of net zero.

Progress made and areas of focus for the plan

The make-up of traffic in the City has changed considerably over the last two decades. The Square Mile has seen a very significant increases in the numbers of people walking and cycling, whilst the numbers of people driving motor vehicles has reduced. In the two decades between 1999, when the first traffic counts took place, and 2019, cycling numbers have more than tripled, whilst cars, taxis, private hire vehicles, motorcycles and lorries reduced by over 50 per cent.

In 2021, people cycling represented the single largest vehicular mode counted during peak times on City streets. Similarly, people walking represent more than half of all street users during peak times.

Walking and cycling, despite being active, healthy and zero-emission, also represent (along with riding a motorcycle) the most high-risk ways of travelling around the City. The numbers of people travelling by foot and cycle have increased significantly over the last 20 years, and so the general plateauing in the numbers of people killed and seriously injured (between 50-80 serious injuries and one to four fatal injuries a year) during this period, represents a general reduction in the risk of travelling on the City's streets (see figure 2 below).

2021 saw the lowest number of fatal and serious injuries on the City's streets since records began, with a total of 40 (1 person killed, and 39 seriously injured).

However, discounting the pandemic-related reduction in fatal and serious injuries in 2020 and 2021, the City does not appear to be on track to achieve the ambitious targets set to achieve Vision Zero by 2040. More needs to be done, and this action plan presents the opportunity for the City Corporation and its partners to redouble their efforts to reduce road danger.

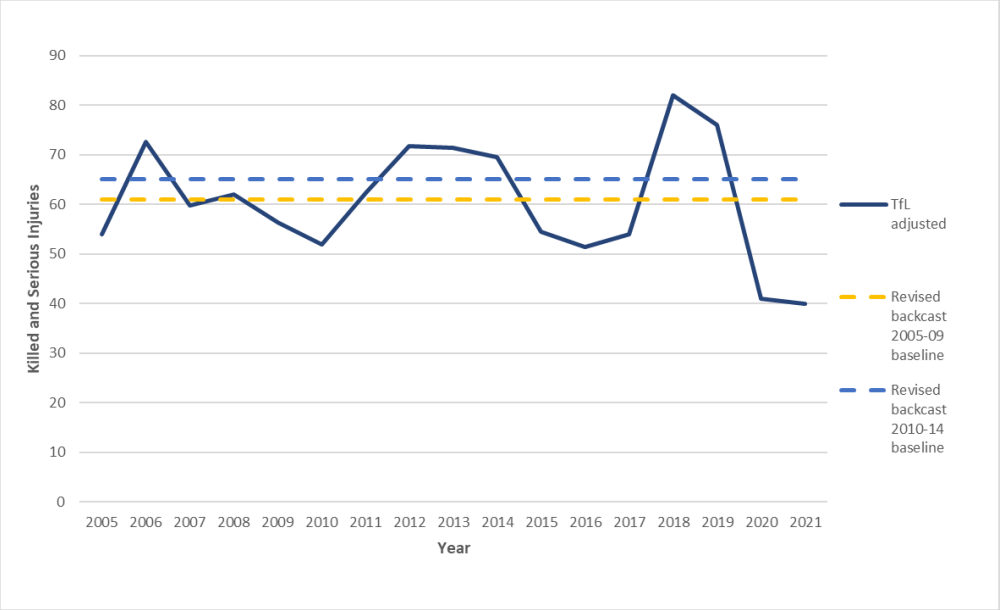


Figure 2: Chart showing progress in reducing fatal and serious casualties in the City of London from 2005-2021

As a result of improved reporting of injury severity by the City Police in 2017, more injuries are now being classified as serious rather than slight. The Department for Transport (DfT) led a process to 'back-estimate' the number of seriously injured casualties that would have been reported by the police using the CRASH injury-defined approach, rather than the previous severity-defined system. This factor has been applied to casualty numbers prior to 2017, to allow comparisons to be made between the most recent injury figures and previous years.

The Covid-19 pandemic from March 2020 onwards introduced countless health, economic and societal challenges, as well as significant obstacles to the operation of the transport network. In terms of casualty numbers in the Capital and the City, it represented a significant change, with the reduction of travel, including motor vehicle trips, and an associated reduction in numbers of people injured. Efforts to avoid a 'car-led recovery' from the pandemic continue across London, and for the City the emergence from the pandemic represents an opportunity to introduce infrastructure or behavioural measures that accelerate delivery of our Transport Strategy.

Despite this, the pandemic has led to financial challenges and the levels of available funding from TfL through the Local Implementation Plan (LIP) are reduced. This may mean that smaller scale interventions and behavioural measures and campaigns will need to be reduced in the short term, with an increased emphasis on effective targeting of interventions, prioritisation of spend and raising the profile and visibility of measures to prompt changes in user behaviour.

Challenges learnt from the casualty data

In the development of this Vision Zero plan and to ensure actions are as evidence led as possible, the City Corporation has developed a Vision Zero Collision Data Dashboard. This dashboard contains collision and casualty data for the City, from the start of 2017, and has been used to derive insight into collision and casualty trends. This is essential in ensuring that the actions contained within this plan, and the strategic focus of the City Corporation and partners' investment, is oriented towards addressing the key issues identified from the data.

The dashboard shows that in 2021, there were 152 casualties in the Square Mile, of which 39 were serious and one fatal - in August 2021, a person was tragically killed by a car whilst walking near Minories late at night.

The casualty data dashboard will act as an ongoing reference tool, as new and updated data is incorporated, ensuring that the City Corporation and partners remain live to new and emerging trends so that they can be addressed with the shortest possible delay.

Despite the general reduction in risk in the City, seen through the broad plateauing of fatal and serious injuries whilst walking and cycling numbers significantly increased, the collision data dashboard indicates the following key challenges that remain:

The data shows that many of the road danger challenges faced in the City are unique.

People walking, cycling and riding a motorcycle make up 92 per cent[2] of all fatal and serious injuries in the City (see figure 3 below). This is compared to a London wide figure of 81 per cent. This reflects the unique nature of the traffic make up in the Square Mile and underscores the importance of creating a low-speed, forgiving environment that minimises risk to the most vulnerable users of the City's streets.

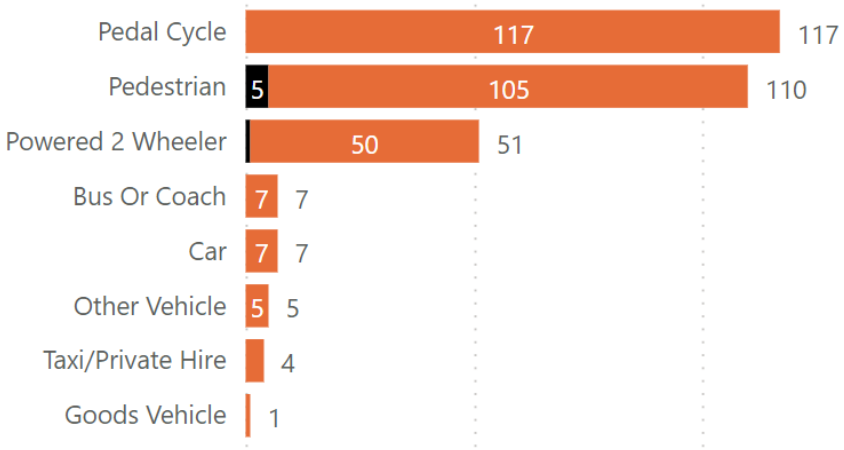


Figure 3: Chart to show fatal and serious injuries by mode of travel (1/1/2017-27/07/2022)

The majority of people killed and seriously injured are in their 20s and 30s, and over twice as many men are fatally or seriously injured as women, reflecting the age and gender profiles of the City's daytime workforce. However, men still experience more than 34% higher risk (per 100,000 population).

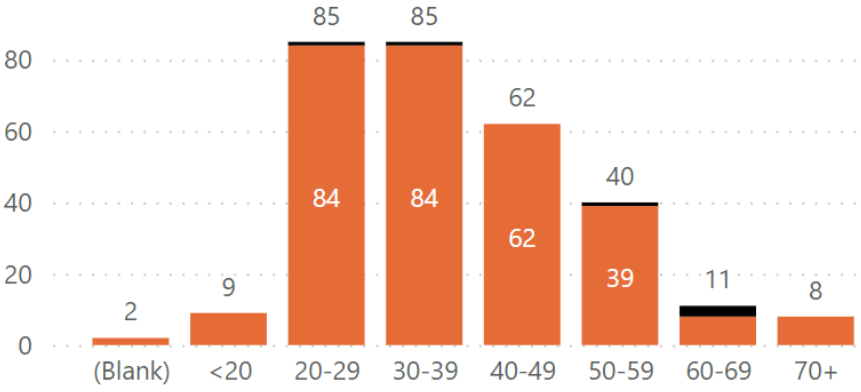
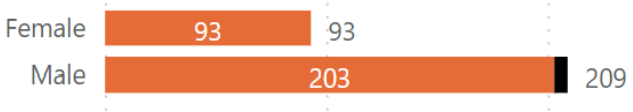


Figure 4: Chart to show fatal and serious injuries by age (1/1/2017-27/07/2022)



[2] (302 fatal and serious casualties between 1/1/2017-27/07/2022)

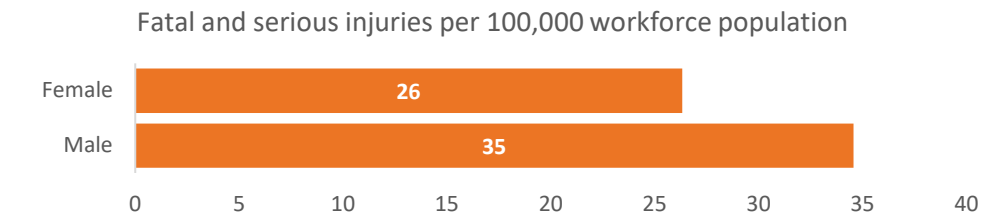


Figure 5: Chart to show fatal and serious injuries by gender and risk by 100,000 workforce population (1/1/2017-27/07/2022)

Many of the problem locations are well known to the City Corporation and partners

The heatmap in figure 6 below shows the location of concentrations of fatal and serious injuries. Some of these locations have been the subject of the City Corporation's safer streets work in recent years. However, the heatmap shown below includes data extending back to the beginning of 2017, and so does not necessarily reflect recent projects and interventions.

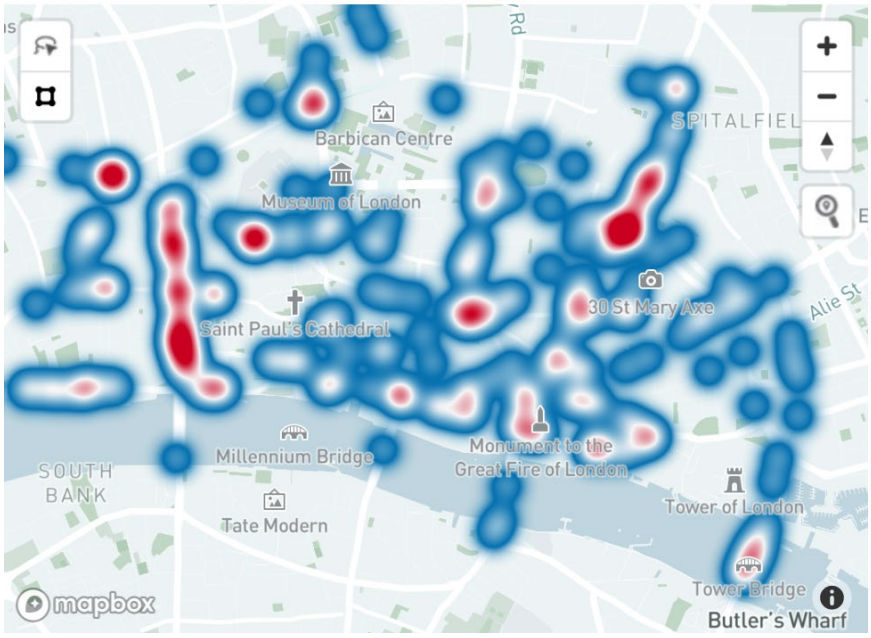
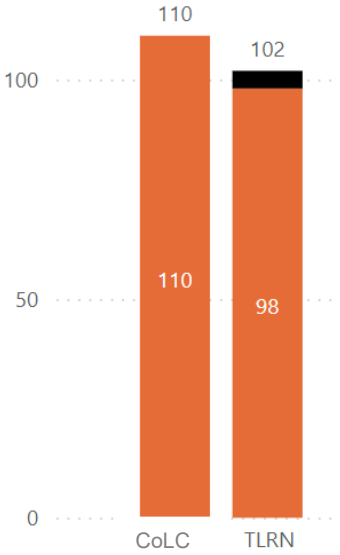
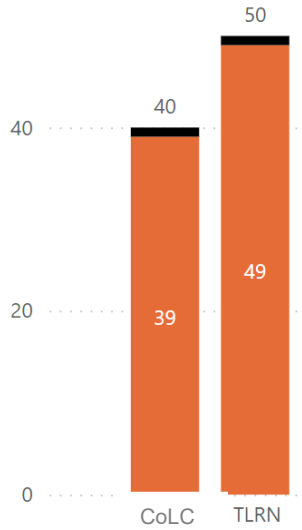


Figure 6: Heatmap to show concentrations of fatal and serious injuries in the City (1/1/2017-31/11/2021)

Figure 7 shows that a shift has taken place towards far more fatal and serious injuries occurring on the Transport for London Road Network (TLRN). TfL's streets are the fastest, most heavily trafficked routes through the City. These streets experience the most acute conflict between large heavy vehicles and people walking, cycling and riding motorcycles. This underlines the importance of ongoing close engagement and collaborative working with TfL, to deliver solutions to reduce risk on the TLRN.





1 January 2017 – 31 December 2019

1 January 2020 – 27 July 2022

Figure 7: Chart to show fatal and serious injuries by highways authority (1/1/2017-31/12/2019 and 1/1/2020 – 27/07/2022)

Over 75 per cent of fatal and serious casualties take place at or near a junction, with over half taking place at a T-junction. This highlights the potential conflict that can arise from turning manoeuvres, and the importance of the focus in this plan on improving safety at junctions.

As might be expected, with the highest numbers of people walking and cycling during the morning and late afternoon peaks, there are spikes in the number of fatal and serious injuries at these times. However, there are also smaller peaks in serious injury seen at lunchtime and late night, reflecting the food, retail and night-time economies in the City.

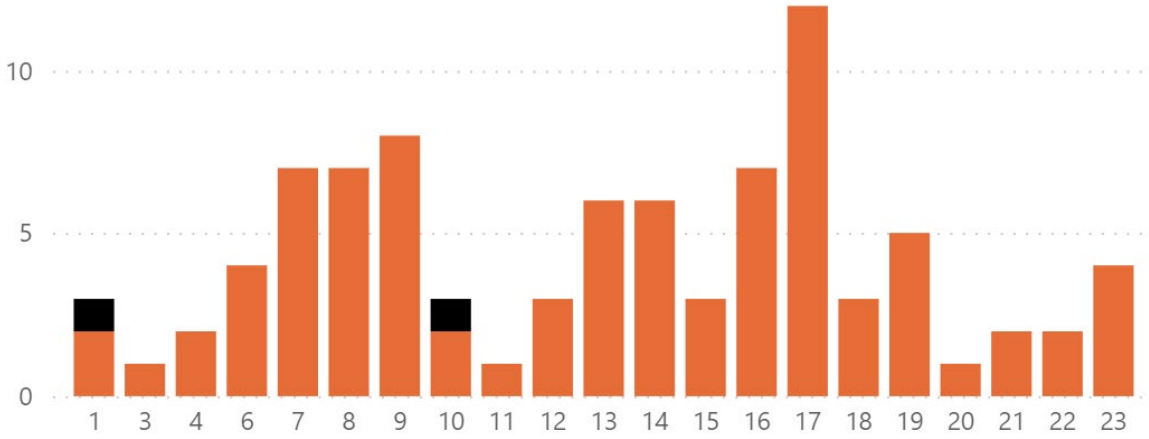


Figure 8: Chart to show fatal and serious injuries by time of day (1/1/2017-27/07/2022)

Different road users on the City's streets experience different level of risk.

Through combining collision and casualty data with vehicle km travelled data[3], it is possible to derive a measure of vehicle risk, both the risk of being fatally or seriously injured, or of being involved in a fatal or serious collision while not being injured.

Figure 9 below shows that people riding cycles and powered two wheelers experience significantly higher risk than any other road user. Bus and coach passengers face higher risk than car and taxi and private hire passengers[4], most likely due to the stop-start nature of bus travel in the City, with passengers standing or unrestrained by seat belts, and with the added hazard of stairs on double decker buses.

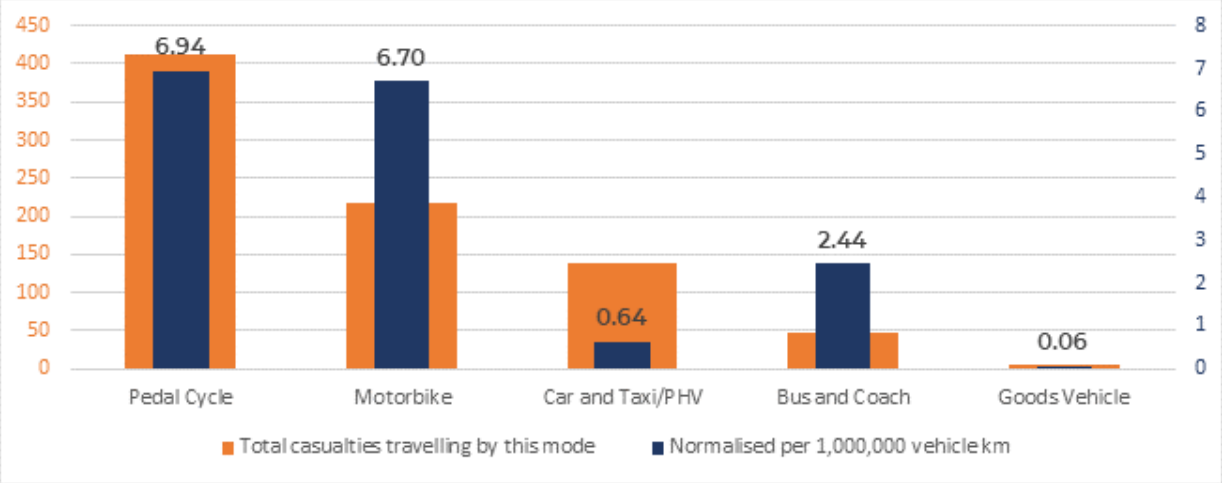


Figure 9: Chart to show relative risk of being fatally or seriously injured by mode of travel (1/1/2017-31/09/2021)

Different vehicles on the City's streets pose different levels of risk to others. When looking at the risk of each vehicle type being involved in a collision resulting in a fatal or serious injury of another street user, but not to the driver /rider of that vehicle, the data shows that people riding motorcycles pose the highest risk to others relative to their share of traffic, followed by bus/coach, heavy goods vehicles (HGVs) and car/taxi/private hire drivers.

[3] Normalised to 1,000,000 vehicle km using data sourced from DfT
[4] It is suspected there is a significant misclassification of taxis, cars, and private hire vehicles in the Stats 19 data. Therefore, for this analysis the three categories have been combined.

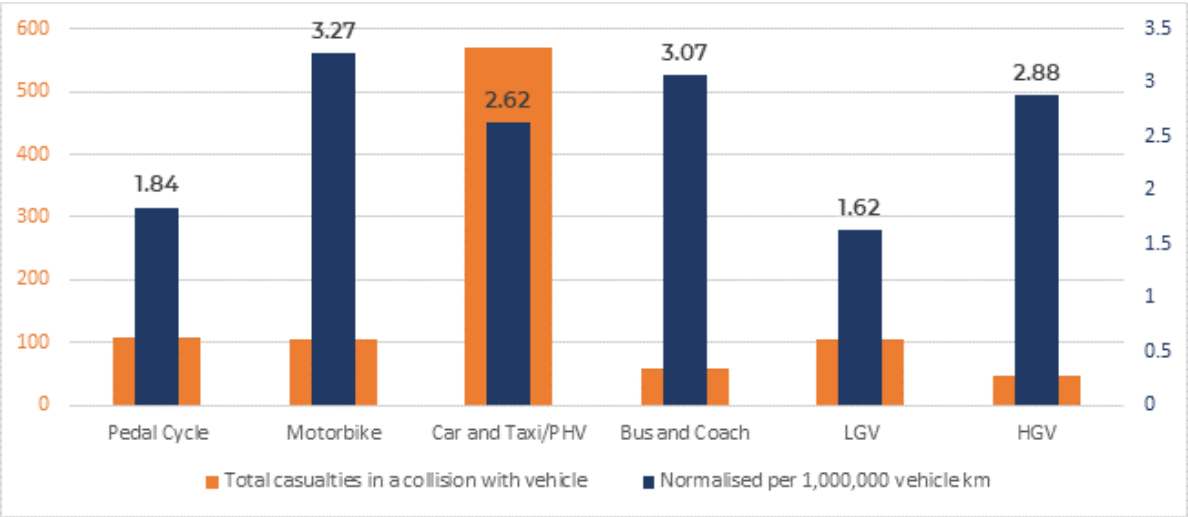


Figure 10: Chart to show relative risk of being involved in a fatal or serious collision, whilst not being the injured party, by mode of travel (1/1/2017-31/09/2021)

People riding cycles and driving light goods vehicles pose the least risk to others on the City's streets.

Conflict between particular road users results in the majority of fatal and serious injuries

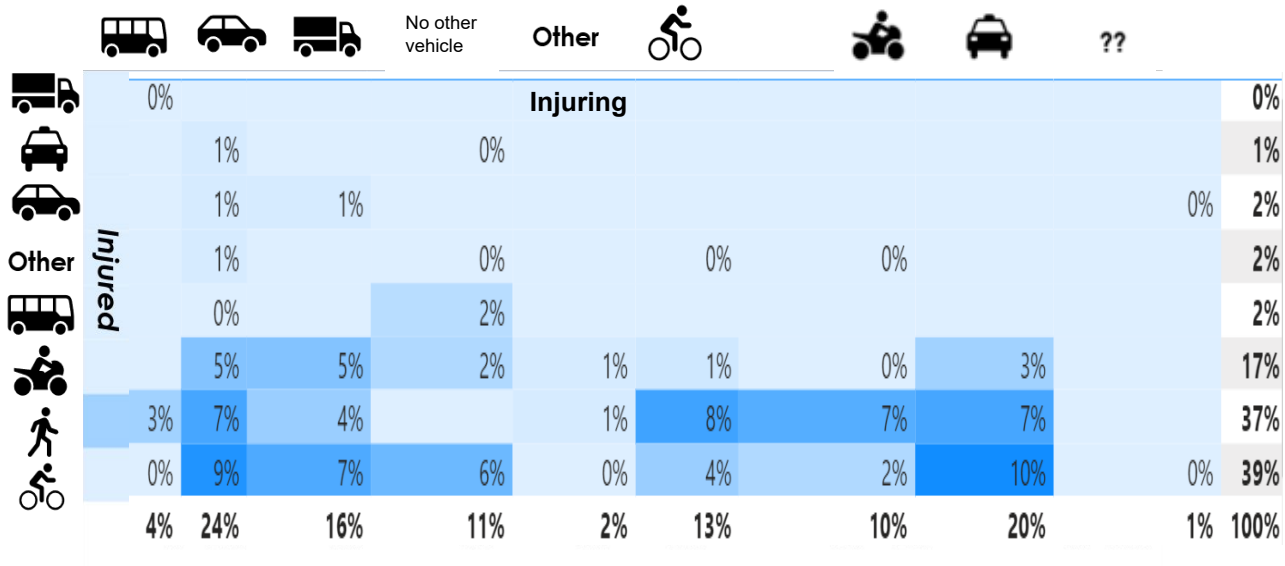


Figure 11: Chart showing 'conflicting pairs' of different street users and the proportion of all fatal and serious injuries they represent (1/1/2017-31/11/2021)

The fatal and serious injury conflict matrix[5] (figure 11) above, shows that cars, taxis and private hire vehicles are the vehicles involved in the most fatal and serious injuries (~45 per cent).

Conflict between people walking and cycling makes up more than 14 per cent of all fatal and serious injuries[6], showing it to be an issue requiring further investigation and action to address. However, with only 21% of serious injuries to people walking involving someone cycling, and the remaining 79% involving motor vehicles, the focus of attention should remain on these higher risk modes.

There are inequalities in the way in which the impacts of road trauma are felt. As described above, vulnerable users of the City's streets are seriously injured more often, as are men compared to women. At a pan-London scale, people from more deprived backgrounds and ethnic minorities have also disproportionately felt the impacts of road danger. The way in which data is collected by the Police may hide other inequalities relating to protected characteristics, for example the danger and fear of danger experienced by disabled people. The City Corporation and partners will consider and incorporate efforts to ensure a more inclusive and just approach to remove inequalities in the system.

Summary of the areas of focus for this plan

The insight from the collision and casualty data identifies the following key issues to prioritise and address through the actions contained within the latter half of this plan:

1. People walking, cycling and riding motorcycles are the most vulnerable users of the City's streets, and efforts should be prioritised towards reducing the risk that they experience.

2. Junctions are the highest-risk locations, with complex turning manoeuvres presenting greater potential for conflict. The focus of the City Corporation and TfL's engineering programme should be on these locations.

3. With over half of all deaths and serious injuries occurring on the street network that is managed by TfL, a strong and effective partnership with TfL will be vital in reducing risk and casualties in the City.

4. Certain vehicles, notably motorcycles, buses/coaches and heavy good vehicles pose greater risk to people walking and cycling, and significant gains in the reduction of road danger and prevention of injuries can be achieved by mitigating the risk they pose.

[5] Injured road users as the figure in rows, and other vehicle involved as the figure in columns.
Due to rounding up and rounding down, the cumulative figure at the end of a column or row may not equal the addition of other figures in that row or column.
[6] Eight per cent from pedestrians injured through conflict with cyclists, plus six per cent of cyclists injured with no other vehicle (presumed to be pedestrians)

5. Whilst the above vehicles pose the greatest risk, the casualty matrix confirms that efforts to reduce fatal and serious injuries to zero also need to focus on cars, taxis and private hire vehicles as the vehicles involved in most serious collisions by number.

6. People riding motorcycles are disproportionately involved in serious injury of both themselves and others, and conflict between people cycling and walking is an issue that needs to be addressed to reduce danger to both parties.

Safe System and a focus on the sources of harm

This plan follows a proactive road danger reduction approach, in place of the more simplistic casualty reduction and road safety approach traditionally favoured across the UK. The shift in emphasis to tackling the origins of road danger at source is essential to achieving the end goal of prevention of fatal and serious injuries.

In doing so, the opportunity exists to see transport's contribution to public health in the broader context. Through tackling the key sources of harm (travelling too fast, driver and rider distraction, drink and drug use and unlawful and risky behaviour) it is possible to prevent serious harm to the users of the City's streets, whilst also improving perceptions of safety, and breaking down the barriers to even greater levels of walking and cycling.

For these reasons, successful delivery of this Plan is a critical success factor to delivery of the broader strategic transport and climate action goals for the City Corporation. In turn, the plan's success can be measured in increased walking and cycling, a less traffic dominated, more inclusive and forgiving street environment, as well as fewer people killed and seriously injured.

Safe System approach – a framework for delivery and principles of the approach

The Safe System approach that this action plan follows is an internationally recognised and proven framework for tackling road risk and preventing fatal and serious injury. It is the approach incorporated into the Mayor and TfL's Vision Zero Action Plan and Progress Report, as well as the City Corporation's own Transport Strategy. The Safe System approach improves upon the obsolete approach of categorising activity by engineering, education or enforcement, and sees a death or serious injury as a failure of a 'system'.

That system is made up of the street environment, the vehicles that travel within it, the behaviours of people that use the streets, and the speeds at which they travel. This more holistic approach recognises that all parts of the system can fail and lead to a fatal or serious collision, and they need to work in combination to prevent these tragic events. As such, the framework of this plan is structured around five key themes:

- Safe Speeds
- Safe Streets
- Safe Vehicles
- Safe Behaviours, and
- Post Collision Response.

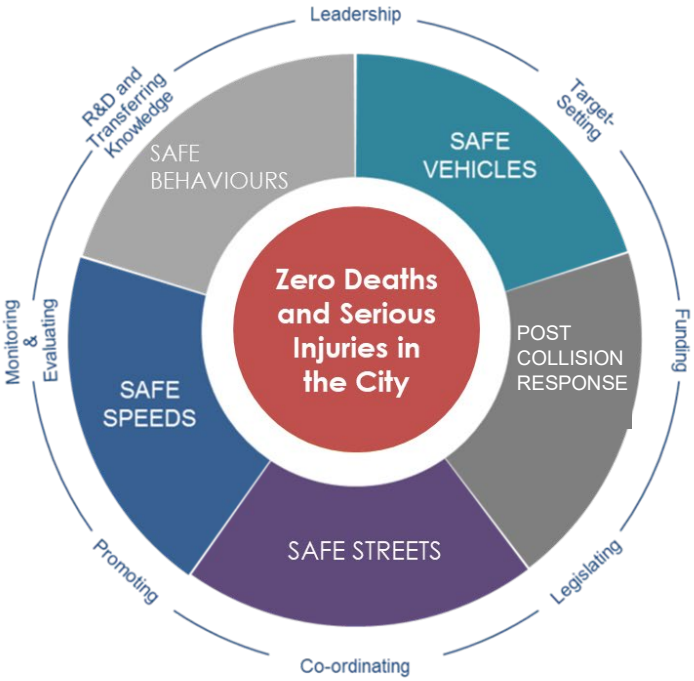


Figure 12: Key themes of the Safe System Approach

Whilst the final theme of Post Collision Response is not one that includes directly preventative action, it is crucially important in supporting bereaved families and those that have suffered serious injuries. It is also imperative to learn from collisions to feedback into the approach and analyse collision and casualty data to further refine and improve the programme of interventions.

The Safe System approach also introduces a set of core principles which help guide the approach and provide a focus for the delivery of initiatives to reduce road danger. The core values of the City's Vision Zero approach are that:

1. People make mistakes, so the transport system in the Square Mile needs to accommodate human error and unpredictability
2. There are physical limits to what the human body can tolerate. The City's streets need to be forgiving, so that the impact of a collision will not cause fatal or serious injury
3. All those with a role in designing, building, operating, managing and using the streets have a responsibility to reduce danger
4. All parts of the system must be strengthened in combination to multiply their effects. As a result people are still protected if one part fails and it does not lead to death or serious injury.

Lastly, and what rests behind the City Corporation's long-term commitment to Vision Zero, is the fundamental conviction that deaths and serious injuries on the City's street network are neither inevitable, nor should they be tolerated. They are predictable,

preventable yet tragic events, which the City Corporation and its partners will continue to challenge and collaborate on solutions to address.

The City will not term the tragic events that lead to death and serious injury as “accidents”, and they will not be considered events that must be tolerated. Rather, they will be challenged at every turn, through ensuring that road danger reduction is a common priority for the City Corporation, City Police and their partners, and is a core priority for all schemes.

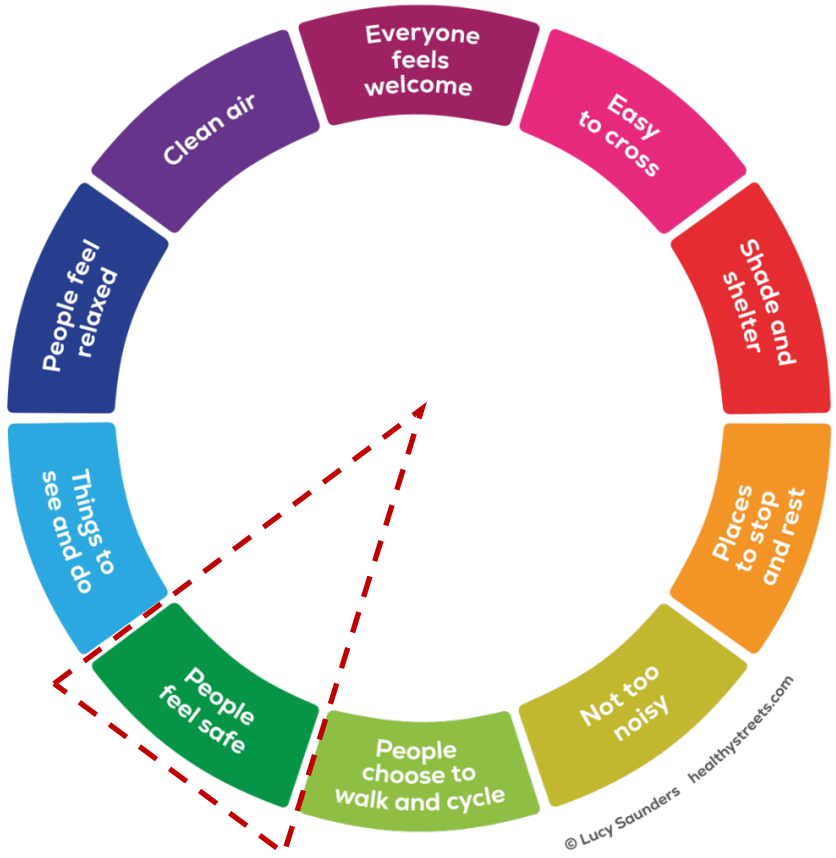


Figure 13: Healthy Streets indicators and contribution of safety

Vision Zero and Healthy Streets

The Healthy Streets Approach provides a framework for putting human health and experience at the heart of planning transport in the City. It uses ten evidence based indicators, shown in Figure 13, to assess the experience of being on our streets. Good performance against each of the indicators means that individual streets are appealing places to walk, cycle and spend time.

The Vision Zero and the Healthy Streets approach are intrinsically related to one another, with safety and the feeling of safety being fundamental to creating environments where people wish to walk, cycle and spend time. Safer streets are healthier, more active streets. As Figure 13 above shows ’People feel safe’ is one of

the ten Healthy Streets indicators but all the indicators contribute to making streets safe environments, and vice versa.

Road Danger Reduction and a risk management approach

The Safe System programme that follows in this plan is based upon the hierarchy of controls that is the best practice approach to health and safety risk management. This approach follows an order of interventions from most effective to least effective:

- Elimination (physically removing the hazard)
- Substitution (replacing the hazard)
- Engineering (isolating people from the hazard)
- Administrative controls (changing the way people behave)
- PPE (protecting people with Personal Protective Equipment)

Translating this approach into the Vision Zero programme establishes the hierarchy of measures shown below:

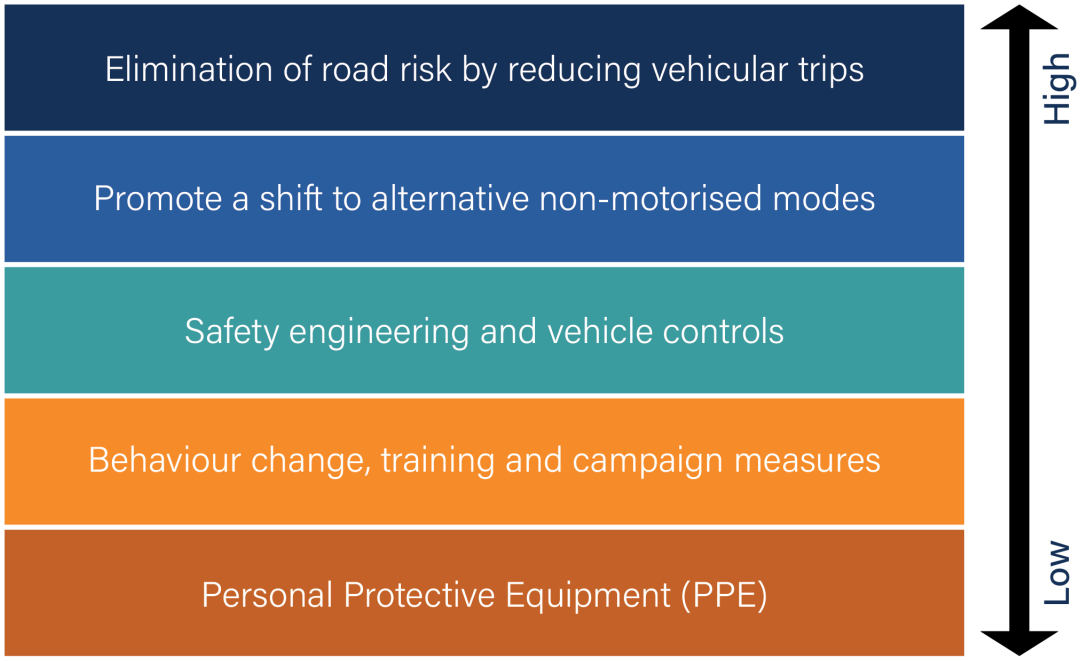


Figure 14: Hierarchy of controls applied to the Safe System approach

As set out in its Transport Strategy, City Corporation will continue to take a proactive approach to reducing the amount and dominance of motor traffic in the Square Mile. Where trips continue to be made, the City Corporation and partners will encourage them, where possible, to be switched to alternative safer forms of travel. Engineering measures alongside vehicle safety improvements will further reduce risk, before relying on behaviour change initiatives and finally personal protective equipment as the last resort to reduce road danger.

Targets to monitor progress towards Vision Zero

To monitor progress and underline the commitment to Vision Zero, the City Corporation has set targets for reducing deaths and serious injuries.

The Transport Strategy set the target of zero by 2040, and we remain committed to this, along with the target set of a 70 per cent reduction against 2010-14 levels by 2030. The target to achieve a reduction of fatal and serious injuries to below 35 in 2022 now appears to be unachievable (full data is not yet available for 2022), but to maintain focus and monitor progress, a new target has been set for a 65 per cent reduction against 2017-19 levels (equivalent to fewer than 32 fatal and serious injuries) by 2026.

Due to the costs and time required for the actions in this plan to bed in and take effect, progress to achieve the 2030 target is weighted towards the latter part of the 8-year period following the publication of this plan.

The City Corporation has worked with TfL to further understand the impact of the improved reporting of injury severity by the City Police. Following the change in reporting, more injuries are being classified as serious rather than slight. TfL and the City Corporation have applied an updated ‘back-estimation factor’ to historic fatal and serious casualty numbers prior to the change in 2017. This results in a slightly higher figure of 20 for the 2030 target than the 16 previously proposed, due to the higher 2005-09 and 2010-14 baseline periods.

Targets to reduce deaths and serious injuries in the City are now as follows:

- By 2026, fewer than 32 deaths and serious injuries
- By 2030, fewer than 20 deaths and serious injuries
- 2040, zero fatal and serious injuries

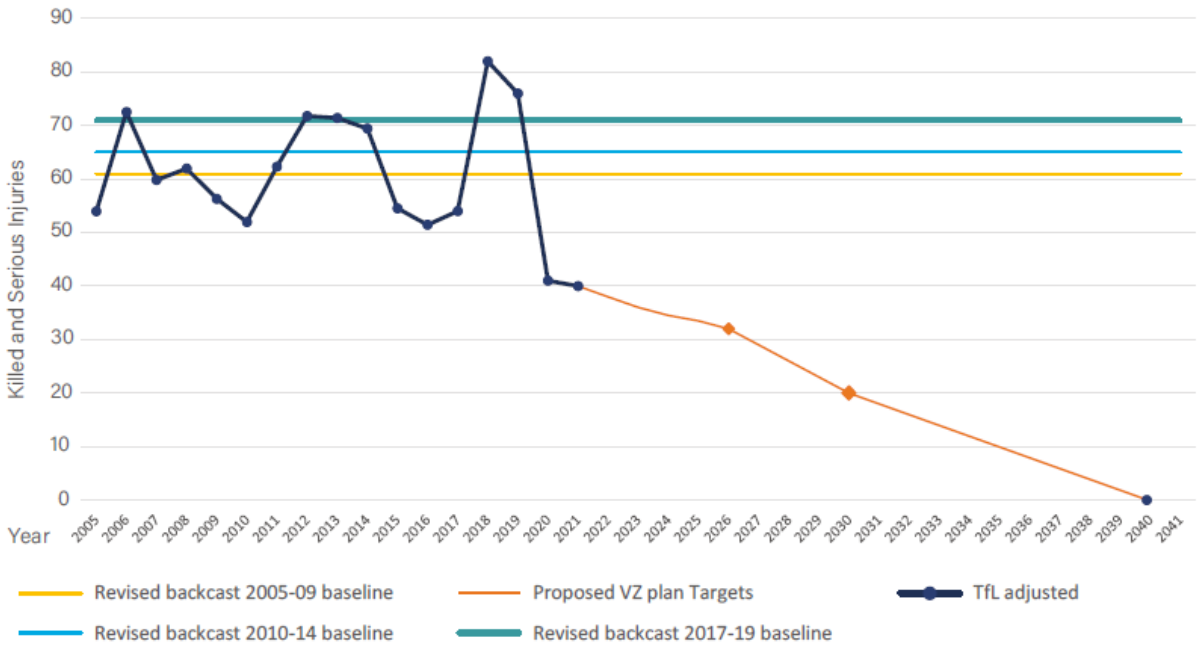


Figure 15: Targeted reductions in numbers of fatal and serious injuries in the City

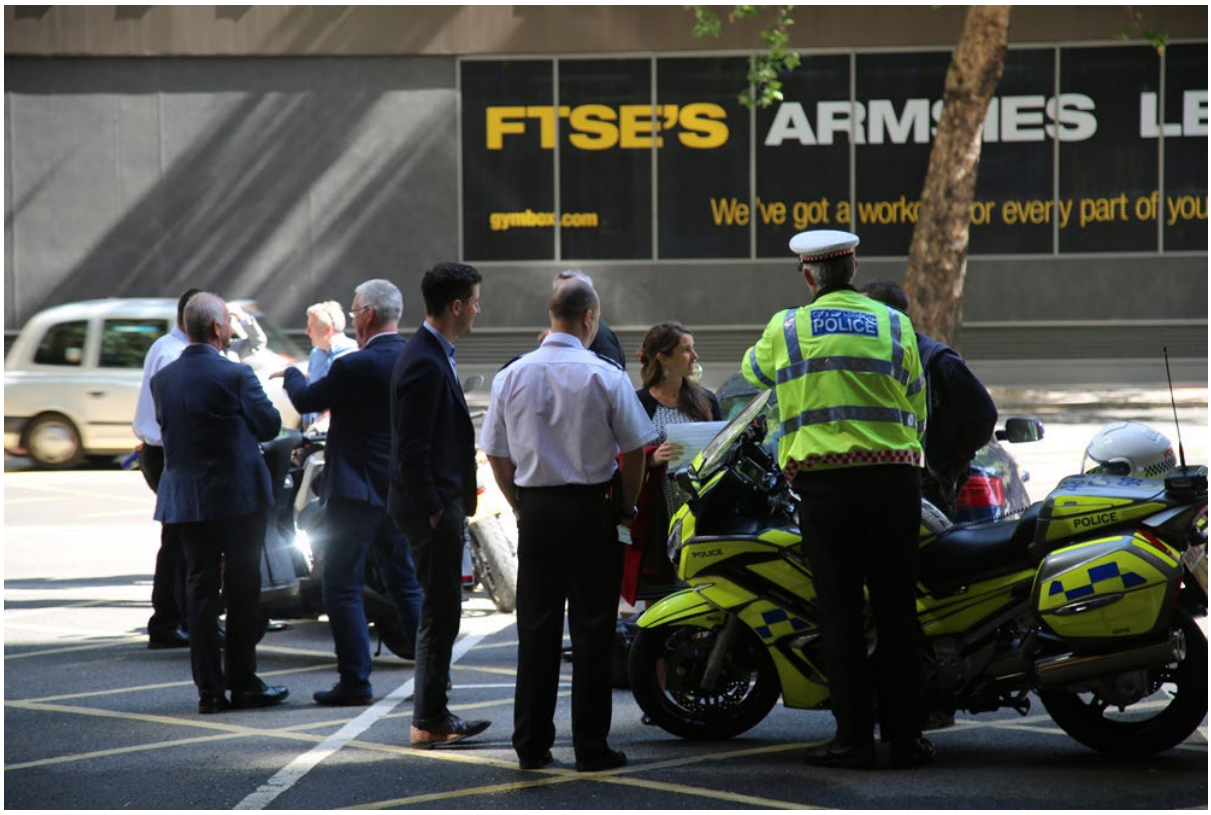
Delivering in partnership

The Vision Zero ambition and the intermediate targets set out above cannot be achieved by any one agency acting alone.

The City Corporation already has an effective forum for collaboration with key partners, called the Road Danger Reduction Partnership. The City Corporation, City Police, London Ambulance Service, London Fire Brigade and TfL meet to discuss and agree the strategic approach and initiatives to achieve Vision Zero. This forum will continue to be essential in managing delivery of this plan.

As a business district the City has far more daily employees that visit the Square Mile, compared to the c.9,000 residents, and for this reason the plan cannot be developed or delivered without the essential input of the business community. The Active City Network (ACN), a forum made up of Business Improvement Districts and many of the major businesses in the City will continue to steer, communicate, challenge and support the road danger reduction activity delivered in the Square Mile through its steering group. The ACN will be used as a sounding board and forum for feedback on delivery of the many actions and commitments in this plan.

Business Improvement Districts (BIDs) will continue to act as key allies and delivery partners in communicating with and influencing the business community, to help deliver the City Corporation's objectives.



We will also engage and cooperate with surrounding central London boroughs. Collaboration, knowledge sharing, economies of scale and collective influence will be the hallmarks of the Central London Vision Zero Forum, which will meet every 2 months to coordinate activity to achieve the shared Vision Zero goal.

Throughout this plan, there are a number of actions that will require wider partnership and collaboration in order to be delivered effectively. These partnerships will be forged with schools, businesses, developers, couriers, construction companies and residential communities amongst others, and are in addition to the partnership forums mentioned above.

Through this approach, partners will work hand in hand with each other to deliver the commitment and realise the goal of the eradication of death and serious injury from the City's streets.

Section B: Safe System Programme of Action

This section of the action plan details the actions that the City Corporation, City Police and other partners will take, structured around the key themes of the Safe System approach. The actions build on the City Corporation's Transport Strategy, particularly Proposal 20: *Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero*. The Transport Strategy sets the strategic framework for transport in the City to 2044. Achieving Vision Zero will require the delivery of other proposals in the Transport Strategy, such as traffic reduction and enabling more walking and cycling.

PHOTO:

Generic – People walking and cycling on City street

Build a stronger Vision Zero safety culture within the City Corporation & its partners

ACTION 1:

Road danger reduction will be made central to the design and delivery of all initiatives, through strengthening and building the Vision Zero safety culture in the City Corporation, City Police and their partners.

The true measure of an organisation that is committed to reducing risk and the potential for casualties is one that has moved from a culture of reactive, bottom-up action, to being proactive, with safety an inherent part of its fabric. ***Through the City Corporation, City Police and their partners Vision Zero will be a central facet of activity, with the reduction of road risk considered a core element of success for all street infrastructure schemes and initiatives (action 1.1).***

This will be particularly relevant for street engineering and public realm programmes, which will identify and exploit opportunities to reduce danger and integrate the safety design principles outlined in action 5 below, along with the Healthy Streets Check for Designers.

Key elements of the process of strengthening the safety culture will include:

- ***applying language guidelines for road collisions, e.g. "crash" or "collision" not "accident", and referring to the driver or rider, not the vehicle***
- ***participating in London Vision Zero week, Project EDWARD, national road safety week and other similar campaigns,[7]***
- ***recognising success in delivering initiatives that support Vision Zero, as well as inviting ideas for innovation and creativity***
- ***raising and maintaining ongoing awareness of individual fatal and serious collisions when they occur, along with trends in fatal and serious injury numbers in the City of London (action 1.2).***

This will help to engender a culture that treats individual serious injury collisions as the tragic incidents they are, rather than as statistics.

[7] Project EDWARD (Every Day Without A Road Death) is a platform for highlighting good practice in road safety in the UK, through a week of action in October each year.

Safe Speeds

The contribution of speed to collisions and safety perceptions

The speed at which vehicles travel in a busy urban environment such as the Square Mile, is key to creating places where people are safe and feel safe. Not only is the speed at which a vehicle is travelling the most important factor in whether or not a collision will occur, it is also the fundamental factor dictating whether the resulting injury will be fatal, serious or slight. Vehicles travelling at higher speeds create greater risk to others, they worsen perceptions of safety, deter people from walking and cycling and can lead to a hostile, traffic dominated street environment.

The City Corporation has already led the way in the Capital in setting lower, 20mph speed limits to help create forgiving streets that are not overly dominated by motor vehicles. However, more needs to be done, and Safe Speeds is the theme of action that has the greatest opportunity to reduce the likelihood of a serious collision, and the severity of injury should one occur. It draws in action from across Safe Streets, Vehicles and Behaviours that contribute to a reduction in the speed at which people drive or ride in the City.

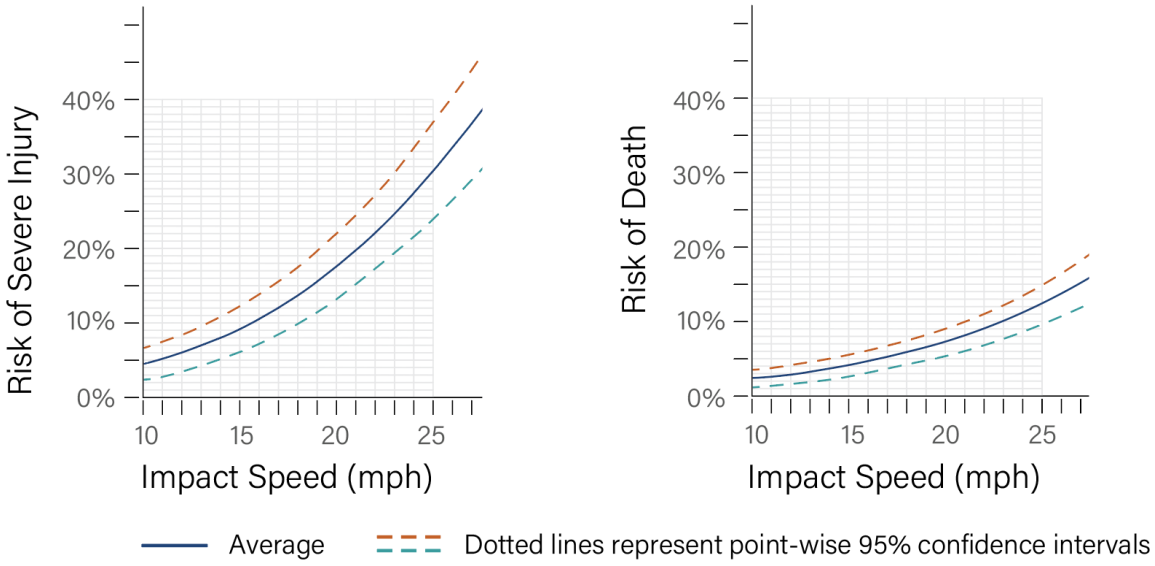


Figure 16: Chart showing impact in reduced risk of death or serious injury through lower impact speeds (Dotted lines represent point-wise 95% confidence intervals)

Research has found that on urban streets with low traffic speeds, any 1mph reduction in average speed can reduce the collision frequency by around 6 per cent[8].

Figure 16 above shows that the reduction of vehicular traffic speeds to 20mph or below significantly reduces the risk of death from a collision. However, it also shows that even at 20mph there is still a significant risk of serious injury, and through reducing

[8] Taylor, M.C., Lynam, D.A. and Baruya, A., 2000 The effects of drivers' speed on the frequency of road accidents

speeds still further, there may be opportunities to reduce the number of serious injuries[9].

The number of fatal and serious injuries in the City that have inappropriate speed as a contributory factor is lower than the 37 per cent figure seen across London[10], however speed is still a key determinant of road danger. It is sometimes said that traffic speeds in the City are already low and that due to congestion it is often not possible to travel at the 20mph speed limit. However, this is not the case in many parts of the City, nor during the evening and overnight period[11] when there are still many people walking or cycling, including those enjoying the Square Mile's night-time economy.

In addition, on some of the City's most narrow and busy streets, travelling at 20mph is high risk and poses significant road danger to people walking and cycling.

Setting speed limits that are appropriate for the location and minimise risk to people walking and cycling

ACTION 2:

The City of London Corporation will identify locations across the Square Mile where trials of advisory speed limit reductions will help create lower speed environments and reduce road danger.

The City Corporation reduced the speed limits on its own road network to 20mph in 2014, with TfL following suit across the period to March 2020, when the last of its streets in the Square Mile changed to 20mph. Whilst this has helped to reduce average speeds to below 20mph (see figure 17 below) and has reduced risk to those that are most vulnerable on the City's streets, a further step change in vehicle speeds is required to accelerate progress towards the achievement of Vision Zero.

[9] https://www.sciencedirect.com/science/article/abs/pii/S000145751200276X

[10] MPS noted one or more of the speed-related contributory factors 'exceeding speed limit', 'travelling too fast for conditions' and 'careless/reckless/in a hurry' in 37 per cent of all collisions resulting in death or serious injury between 2014 and 2016

[11] https://www.cityoflondon.gov.uk/assets/Services-Environment/traffic-in-the-city-2019.pdf

Figure 4.1: Weekday speeds of 20mph and 30mph streets averaged across all sampled weekdays by hour

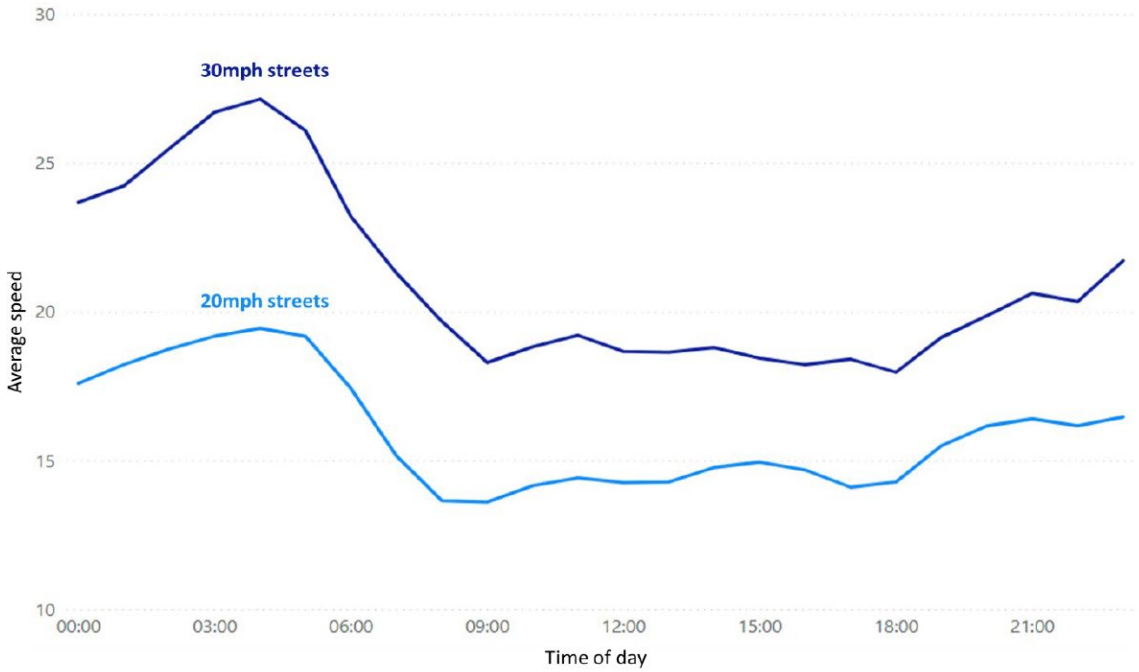


Figure 17: Chart showing average speeds by hour over a 24-hour period, on 20mph and 30mph streets

In September 2021, the City Corporation applied to the Department for Transport for dispensation for the introduction of a City-wide 15mph speed limit. The request was denied and an alternative approach of localised advisory rather than mandatory limits is now proposed.

The City Corporation will trial the introduction of advisory speed limits below 20mph on streets where slower speeds will help reduce road danger and reinforce priority for people walking (action 2.1). This action will focus on streets where people often need to walk in the carriageway and where there is the greatest risk of interaction between people walking and people cycling and driving

The City Corporation will engage with key stakeholders including the City Police, London Ambulance Service, London Fire Brigade, neighbouring London boroughs and the business community in the development and delivery of this programme. Following implementation, the trial schemes will be monitored and evaluated to understand whether expansion of the programme to further streets is warranted. Whilst advisory speed limits do not have the same legal enforcement powers as a mandatory limit, they will highlight to people driving and cycling that the area is a low speed environment where additional caution should be taken.

PHOTO:

20mph speed limit street

The reduction in speed limits to below 20mph will be delivered in parallel with projects to give more space and priority to people walking.

Promoting compliance and encouraging appropriate speeds

ACTION 3:

Promote and encourage compliance with appropriate lower speeds through designing the street to be self-enforcing, harnessing on-street technology and in-vehicle intelligent speed assistance and amplifying national and London speed education and awareness campaigns.

Setting the appropriate speed limits to promote a calm, welcoming street environment is not sufficient to achieve the necessary reduction in speeds. Speed limits need to be reinforced by street design that reflects the desired maximum speed. It is also important to point out that at certain times and locations, a safe, appropriate speed will be some margin below the limit. Safe speeds will be achieved in the Square Mile through effective street design, sophisticated vehicle and on-street technology measures and marketing and awareness campaigns.

Street design

The City Corporation will ensure all its projects that deliver changes to the City's streets create low speed environments that are self-enforcing (action 3.1).

TfL's Lower Speeds Toolkit will act as a guide for appropriate street design, and the City Corporation will work with TfL to ensure the guidance document is applied to TfL managed streets.

Vehicle and on-street technology solutions

Whilst designing streets to prompt safe speeds is the primary action; technology also has a role to play in assisting with speed compliance. Research suggests that on street speed indicator devices can be effective in prompting a reduction in mean speeds[12].

The City Corporation will introduce speed indicator devices at locations with the lowest levels of speed limit compliance and highest risk to prevent serious collisions (action 3.2).

Another road danger reduction initiative that has significant potential to prevent fatal and serious injuries is intelligent speed assistance (ISA). ISA is a system that alerts the driver and then limits the vehicle's engine power when necessary to help prevent the driver from exceeding the stipulated speed limit. TfL is currently rolling out this technology across its bus fleet as well as its own fleet of vehicles.

The City Corporation will align with TfL's approach and set the standard for driving behaviour by introducing ISA in its own vehicle fleet and promote its use by other fleets that operate in the City, including the fleets of City Corporation partners, suppliers and service providers (action 3.3).

PHOTO:

Be Brake Ready campaign

Marketing and awareness campaigns

The City Corporation has experience in the delivery of education and awareness campaigns to bring attention to the risks posed by speeding. These include the Be Brake Ready campaign that encouraged people driving and riding to travel at lower speeds and be prepared to brake.

The Department for Transport's (DfT) THINK! Programme, as well and TfL's own Marketing and Behaviour Change team have also created speed-related social marketing campaigns, such as Watch Your Speed. Rather than developing its own behaviour change and marketing campaigns, the City Corporation will seek to

[12] https://content.tfl.gov.uk/effectiveness-of-sids.pdf

maximise return on investment through delivering DfT and TfL campaigns in the Square Mile. These will be tailored to reflect the unique context in the City where appropriate.

The City Corporation will use its own channels, including to the business community, to amplify national and London speed awareness campaigns at a local level (action 3.4).

Engagement and enforcement against those that fail to travel at a safe speed

ACTION 4:

The City of London Police will maintain its on-street engagement and speed enforcement activity to focus on locations and times where poor compliance presents the greatest risk.

PHOTO:

City of London Police Speed Enforcement operation e.g…

For most people using the City's streets, the combination of speed limit signs and markings supported by street design and a sense of responsibility will be sufficient for them to travel at a safe speed. However, there will remain a small but hard to engage few that continue to break the law and put other users of the City's streets in danger. It is these road users that will be targeted by the enhanced roads policing practices of the City police.

Using high profile, high visibility speed enforcement methods targeted at the locations identified as being highest risk, the City Police will crack down on drivers and riders travelling at unsafe speeds (action 4.1).

Roads policing operations will not lead to punitive measures by default. Instead, the City Police will engage and advise users of the City's streets on how to travel at safe speeds, avoiding risk to others (action 4.2).

This will include engagement with people cycling, to encourage them to travel at safe speeds to reduce risk to themselves and other people. This will be a partnership

approach between the City Police and the City Corporation. The use of Community Safety Accreditation Scheme Powers (CSAS) will be investigated. These powers have the potential to strengthen Highway Authority employed wardens (accredited persons) to tackle on street anti-social behaviour, e.g. riding a cycle on the footway.

The benefit of high profile roads policing will expand beyond the operations themselves, as dangerous road user behaviour is deterred. Through communicating and raising the profile of the City Police's on street speed enforcement activity, users of the City's streets will know to adhere to the speed limit and reduce risk to others.

The City Corporation and City Police remain of the view that speed cameras have a valid role in assisting with speed compliance on the City's streets. ***Existing cameras are located only on the TLRN and so the City Corporation will engage with TfL's process of reviewing the prioritisation process for installing new cameras to advance the importance of camera enforcement in the City (action 4.3).***

Improve our understanding of speed and high risk locations on the City's street network

ACTION 5:

The City of London Corporation and Police will investigate the use of additional data sources to improve their understanding of the impact of speed and the identification of locations for speed enforcement, communications or engineering solutions.

Recognising the significance of speed and its contribution to road danger and poor perception of safety on the City's streets, it is imperative that the City Corporation, City Police and partners fully understand where, when and how inappropriate speed impacts most acutely.

The recording of speed as a contributory factor in collisions, either by a police officer at the scene or by an individual online or at a police station is limited and underreported due to a lack of evidence. Manual speed surveys on the other hand can be costly and provide only a limited snapshot of the situation.

The City Corporation will investigate the use of more advanced, technological solutions to provide an improved understanding of the risk posed by excess speed. Examples include the opportunity to engage with vehicle manufacturers or digital navigation companies to source their insight on average vehicle speeds.

Safe Streets

The City Corporation and TfL as the highway authorities for the City's street network have the opportunity to re-design and re-engineer streets to reduce risk and prevent harm.

The focus of action will be at those locations that present the greatest risk and where people walking, cycling and riding powered two wheelers are most vulnerable, namely junctions. Almost 4 in 5 of all casualties in the City happen at a junction location, where turning movements and street users crossing each other's paths leads to greater road danger.

PHOTO:

Generic – People walking and cycling on City street

T-junctions present particular risk, with over half of all fatal and serious injuries occurring at these locations. In terms of the contributory factors to fatal and serious collisions as recorded by the City Police; 'Failed to Look Properly', 'Careless/Reckless/In a Hurry' and 'Failed to Judge Other Person's Path or Speed' are the most common. However, it should be noted that these are recorded after the collision, either by a police officer at the scene or by a member of the public online or over the counter at a police station, often without detailed knowledge of the circumstances of the collision.

Develop and apply design principles for engineering schemes, oriented around the City of London street hierarchy

ACTION 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.

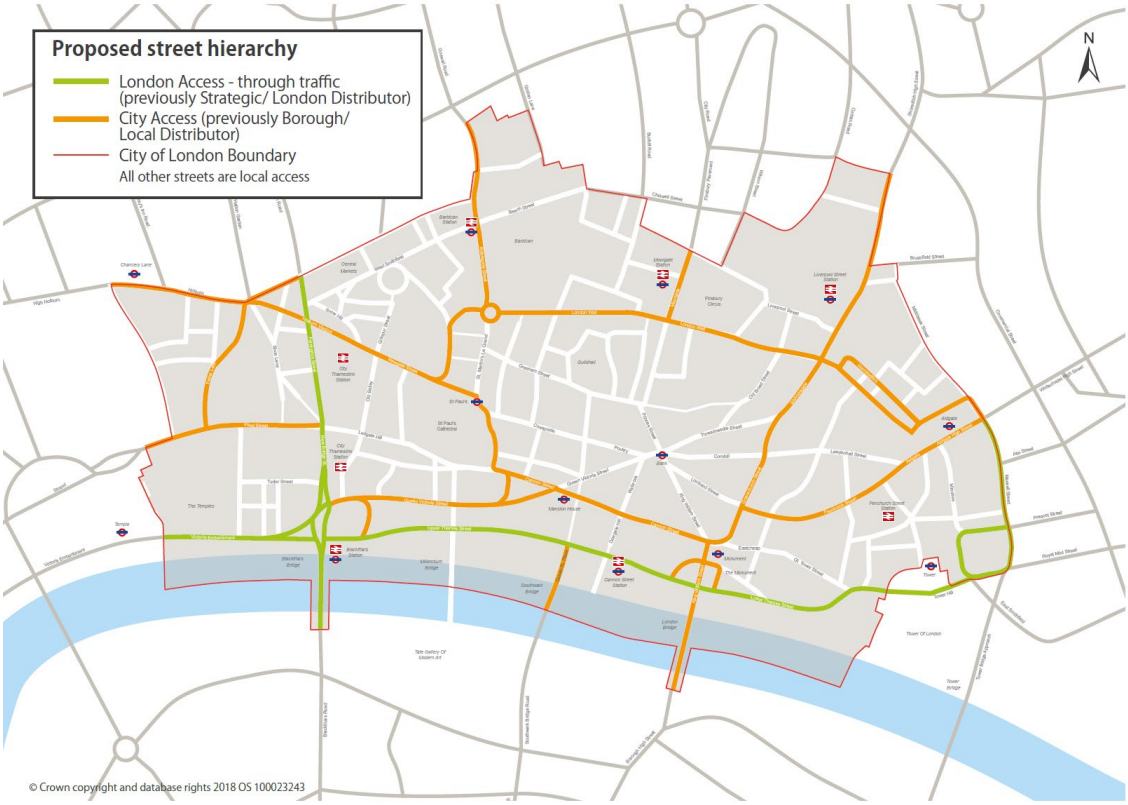
The hierarchy of measures shown on page 19 helps provide a framework for the approach to be taken throughout the delivery of this plan. Consistent with this, a framework of design principles will help support a common approach and ideology for the delivery of street improvement schemes.

Aligned with the hierarchy of controls, the reduction of risk on the City's streets can be achieved through restricting the volume of motor vehicles that pose the greatest risk (see page 17). This approach has been successfully demonstrated at Bank junction, which saw a 67 per cent reduction in fatal and serious injuries (2018-20 compared to 2014-16) through reducing motor vehicle traffic and simplifying traffic movements.

This approach of reducing exposure to risk through reducing the presence of motor vehicles, minimising the potential for conflict in time and space and prioritising the movement of people walking and cycling will be the hallmarks of the City of London Vision Zero design audit. This will be applied to all engineering schemes, to ensure that guidance and best practice have been applied (action 6.1).

Different streets in the City play different roles in terms of facilitating the movement of motor traffic through and within the Square Mile. This is defined by the street hierarchy set out in the Transport Strategy. The hierarchy is made up of three types of street:

- **London Access streets** – preferred streets for motor vehicles that do not have a destination in, or immediately adjacent to, the Square Mile
- **City Access streets** – preferred streets for motor vehicles that are travelling around the Square Mile or to immediately adjacent destinations
- **Local Access streets** – primarily used for the first of final part of a journey, providing access for vehicles to properties



The safe streets design principles will vary from street to street, and the City of London Street hierarchy (see figure above) will act as a framework for the development of a toolkit of measures.

PHOTO:

Image of major City junction e.g. Bank, St Pauls etc

The value of schemes that prevent people from being killed and seriously injured is often overlooked and underreported. ***The City Corporation will ensure that 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 (action 6.2)***.

TfL will be closely involved in the development of the design principles and audit and will be encouraged to apply them to schemes in the Square Mile on the TLRN. ***Alongside these design principles and audit, 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 (action 6.3).***

A focus on improving junctions in the City of London, where road danger is most acute

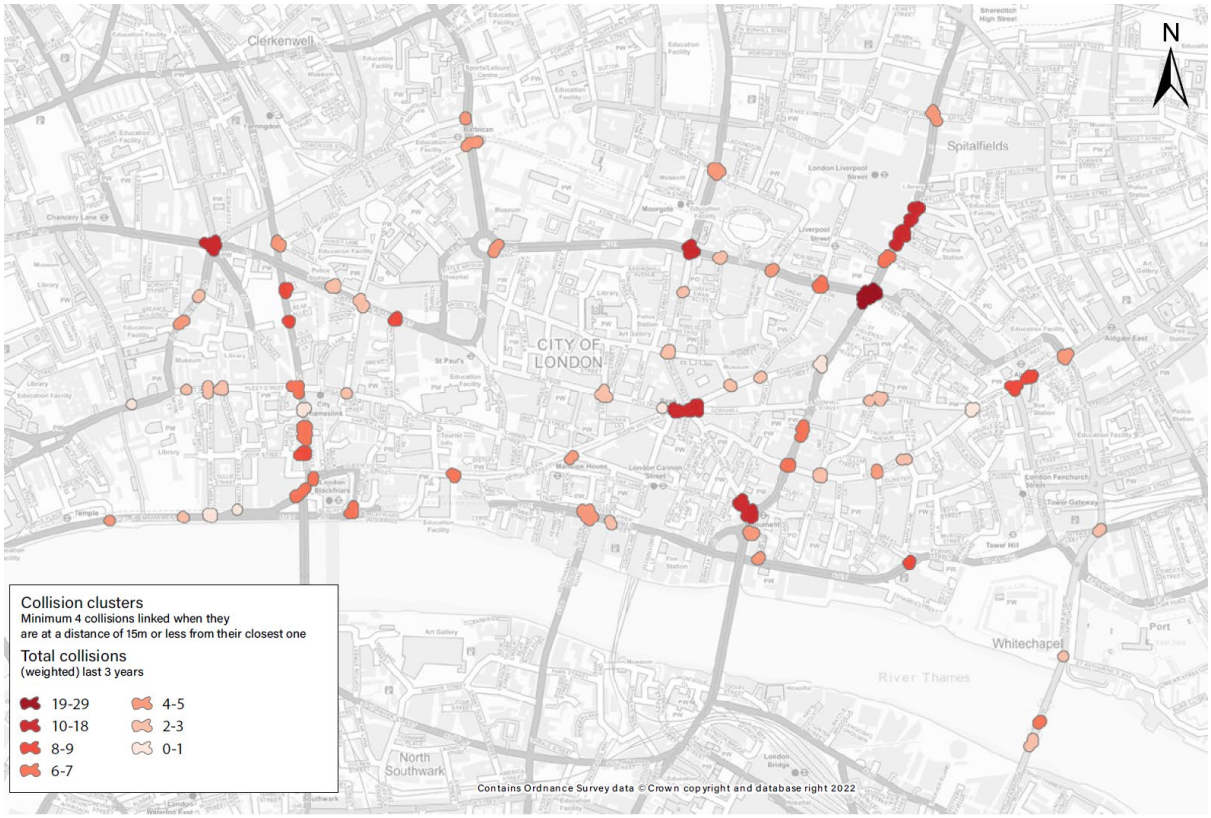
ACTION 7:

A programme of junction improvement schemes will be scoped, designed and delivered to reduce danger and the fear of danger at priority locations.

As shown by the collision and casualty data above, Vision Zero will only be achieved in the City through delivering a prioritised programme to re-design and de-risk the junction locations where the risk of serious collisions is the greatest (action 7.1).

The City Corporation has recently developed and applied a new, more sophisticated approach to the identification and prioritisation of junctions identified for remedial action. The approach is based upon analysis of serious injury clusters in the City, with individual road user 'conflicting pairs' ranked and prioritised by potential for treatment and risk reduction and so value for money. The process will continue to also be applied to the TLRN, in order that the City Corporation can work with TfL to highlight the problem locations on their network of streets, including Monument junction.

The following map shows the locations on the City street network ranked by fatal and serious casualty numbers over the last five years.



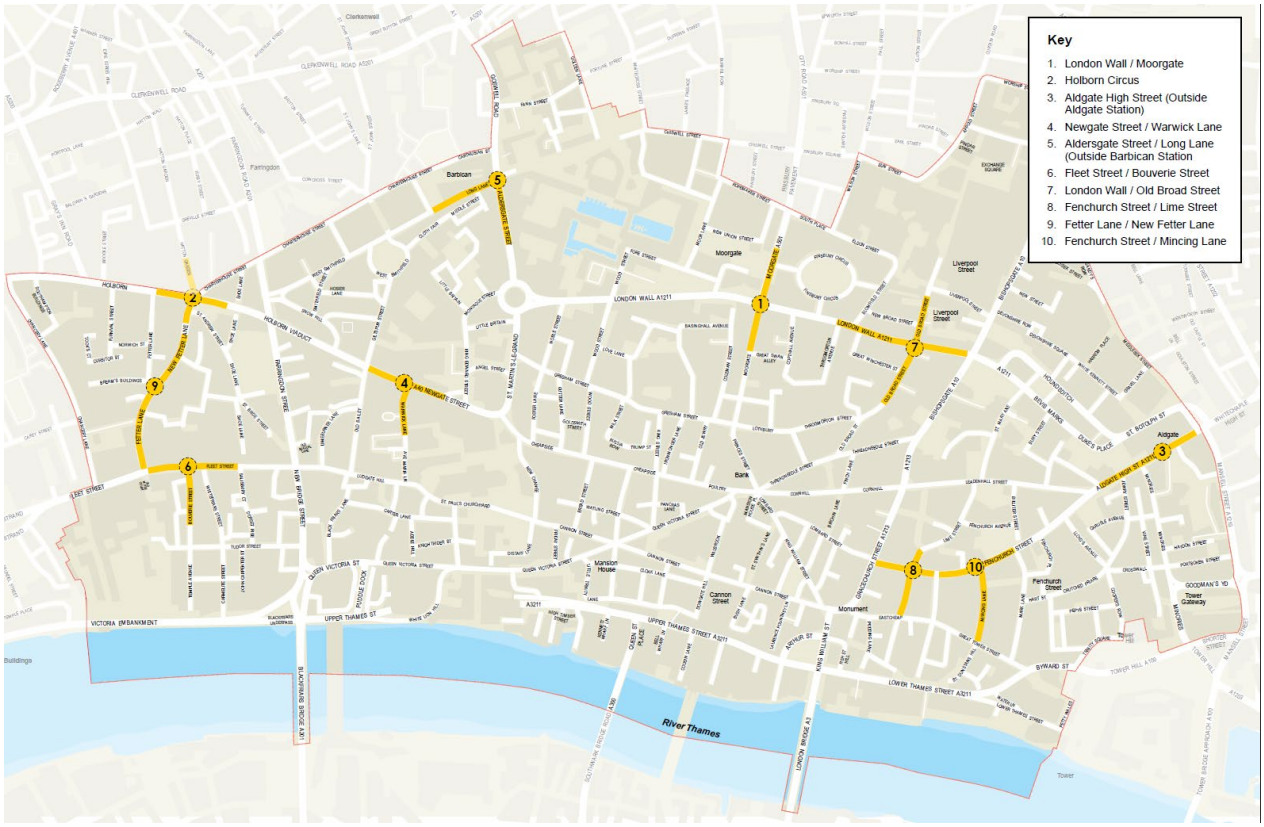
Three of the top four locations are on the TLRN (Bishopsgate outside Liverpool Street Station, Bishopsgate / Wormwood Street, King William Street / Cannon Street), plus Bank Junction on the City Corporation's street network.

Removing TLRN junctions from the analysis, along with locations with recently completed schemes or committed future ones, produces a list of remaining junctions that can be ranked by fatal and serious casualty numbers[13]. This ranked list is as follows:

1. London Wall / Moorgate
2. Holborn Circus
3. Aldgate High Street (Outside Aldgate Station)

[13] Schemes delivered since 2017 were discounted from the analysis, along with ones that have funding committed for delivery within the next 5 years

4. Newgate Street / Warwick Lane
5. Aldersgate Street / Long Lane (Outside Barbican Station)
6. Fleet Street / Bouverie Street
7. London Wall / Old Broad Street
8. Fenchurch Street / Lime Street
9. Fetter Lane / New Fetter Lane
10. Fenchurch Street / Mincing Lane



The locations above are in addition to already planned and committed schemes, as part of the City Corporation's major and minor schemes programmes, including:

- Bank Junction and surrounding streets
- St Paul's gyratory removal
- St Mary Axe and Leadenhall Street Traffic access restrictions, and
- Pedestrian Priority Programme locations (see 'Spotlight On' section below)

The City Corporation commits to developing proposals for these prioritised junction locations within the lifetime of this plan to 2028 The number of junction location schemes that will be progressed to delivery within the lifetime if this plan is yet to be determined and will be dependent on the availability of City Corporation or TfL funding.

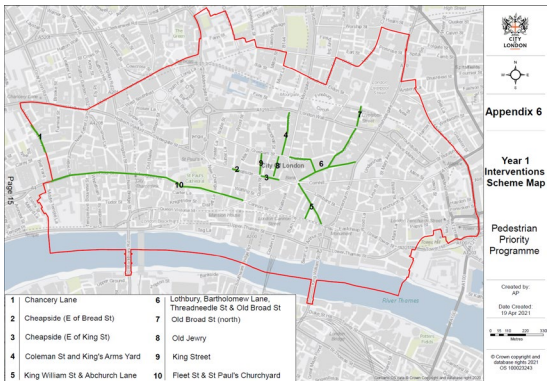
Communications and marketing following scheme completion will aim to improve perceptions of safety and encourage more people to walk and cycle.

SPOTLIGHT ON: – Pedestrian Priority Programme

The City of London Corporation is delivering a Pedestrian Priority Programme to enhance comfort, safety and accessibility for people walking in the Square Mile. Over the three-year period from 2021 to 2024, the programme will (subject to final approvals) deliver a number of pedestrian priority and pavement widening schemes.

The type of measures needed on each street to give more priority to people walking will vary depending on the type of street and level of change needed but could include:

- Pavement widening and carriageway narrowing
- Timed access restrictions for vehicles
- Bus and cycle gates/restriction of general traffic
- Changes to the street layout



The recently developed Vision Zero Collision Data dashboard will be used on an ongoing basis to provide insight into the conflicts and issues pertinent to each junction location, including consideration of appropriate desire lines for people walking.

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 (action 7.2).

<u>Deliver specific infrastructure improvements that reduce risk to people walking, cycling and riding motorcycles in line with the insight derived from casualty data</u>

ACTION 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 motorcycles – through enhanced engagement with the groups that represent them.

Alongside the initiatives outlined above, the dominance of people walking, riding cycles and powered two wheelers in the casualty numbers requires that the street network be upgraded to reduce the risk to these modes of transport. For each of these modes, there are specific interventions that will help to reduce danger, and the fear of danger.

To help reduce risk to people on foot, the City Corporation will:

- ***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 (action 8.1).***

PHOTO:

People walking in the City

To reduce road danger for people riding cycles, the City Corporation and partners will:

- ***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 (action 8.2)***

To reduce road danger for people riding motorcycles, the City Corporation and partners will:

- ***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 (action 8.3).***

The City Corporation will continue to engage with groups representing different street users when designing new schemes to understand their particular concerns and ensure that they're addressed.

PHOTO:

Motorcyclists in the City e.g. at stop lines (not in the ASL)

Other opportunities to reduce risk on the City's streets

ACTION 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.

The City Corporation will continue to seek additional funding to maximise the scale and pace of infrastructure delivery and offset any potential implications of reduced Local Implementation Plan (LIP) funding on the delivery of improvements that are additional to major projects.

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 (action 9.1).

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 (action 9.2).

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 (action 9.3).

The City Corporation can only act to deliver improvements to reduce danger if it is aware of the opportunities. ***The people using the City's streets are those that know them best and 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 9.4).

The City Corporation can only learn from the delivery of engineering schemes if it effectively monitors their implementation and applies the learnings. ***In future, the City Corporation will 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 (action 9.5).***

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 (action 9.6).

Safe Vehicles

Delivering Vision Zero in the Square Mile means the City Corporation and its partners must use all avenues available to them to reduce risk in the 'system', and this includes the vehicles that travel on the streets.

As the hierarchy of measures on page 24 shows, the most effective control to reduce vehicle risk, is through reducing the number of motor vehicles. This reduction in vehicle movements is consistent with Proposal 11 in the Transport Strategy, which commits to taking a 'proactive approach to reducing motor traffic'. It helps to reduce the dominance of vehicular traffic in the City, supports the Climate Action Strategy and efforts to improve air quality and improves perceptions of safety, encouraging people to walk and cycle more.

The chart on page 17 shows the vehicles that pose the greatest risk relative to their share of traffic on the City's streets, and it is these that should be the focus of the Corporation's effort to reduce danger. However, the City Corporation's influence on the vehicles' design, standards and operation varies, and it is imperative that the City Corporation collaborates effectively with its partners to seek influence over those vehicles that they own, procure or operate. In some cases, and consistent with principle 4 of the Safe System approach (see page 21), where the degree of influence on the vehicle itself is limited, then a greater focus will be applied to improving driving and riding standards, or street design that reduces the risk they pose.

Reduce the number of motor vehicle trips on the City's streets

ACTION 10:

Reduce, re-time, re-route and re-mode vehicle trips to prevent the risk that motor vehicles pose on the City's streets.

Each day on the City's streets, there are thousands of trips made by vehicles that are either not essential or could be made by other more active, healthy, zero carbon and lower risk modes. The City Corporation will continue its efforts to reduce the number of motorised goods vehicles that make delivery or servicing trips in the City.

The Transport Strategy aims to reduce general motor traffic by 25 per cent and motorised freight trips by 15 per cent by 2030, and this Vision Zero plan underlines the importance of that activity. The City Corporation remains ready to work with the Mayor and TfL to explore a proactive approach to reducing all forms of motor traffic on London's streets (including through next generation road user charging).

In addition to the proposals in the City Corporation's Transport Strategy to reduce, re-time, re-route and re-mode vehicle trips in the Square Mile, the City Corporation will work with the Business Improvement Districts to trial collective delivery areas, where deliveries and servicing activities are consolidated into as few operators as possible, with this prioritised in higher collision areas (action 10.1).

PHOTO:

Cargo bike in the City

Reducing the remaining risk posed by vehicles that continue to travel and operate on the City's streets

ACTION 11:

The City Corporation and partners will take a risk-based approach to improving the design, maintenance and operation of vehicles that continue to travel on the City's streets.

There will continue to be many vehicle trips in the City that cannot be avoided, switched to other modes, rerouted or retimed, and the City Corporation and its partners will seek to reduce the risk that these vehicles pose.

The City Corporation will continue to engage with and support TfL in the delivery of its **Bus Safety** Programme and Bus Safety Standard. Challenges with the timings of bus route retendering and supply mean that it will be challenging for TfL to prioritise routes through the City for incorporation of advanced safety features. ***However, the City Corporation will continue to engage with TfL to provide insight, data and advice on the approach to reduce the risk posed by London buses on the City's streets (action 11.1).***

Equally, TfL as the **taxi and private hire vehicle** regulator is limited in its degree of influence over the vehicles themselves. ***However, the City Corporation will encourage TfL to identify all opportunities to improve safety, both in the design specification for future London black cabs and in its influence over private hire vehicle operators (action 11.2)***

The City Corporation will also seek opportunities to engage with coach operators to encourage them to incorporate retrofit advanced safety technologies such as intelligent speed assistance (ISA), driver monitoring and alcohol locks (action 11.3).

London has led the way in reducing the risk that **goods vehicles** pose through initiatives such as the Direct Vision Standard (DVS), Construction Logistics and Community Safety (CLOCS) and the Fleet Operator Recognition Scheme (FORS). In turn, the City of London has led the field in applying these accreditation schemes and design standard requirements. ***The City Corporation will continue to seek the highest standards through the use of the innovative CityMark initiative, which encourages construction sites to take a more holistic view of safety beyond the hoardings and to prioritise the reduction of risk to other road users (action 11.4).***

The Active City Network and development Construction Logistics Plans (CLPs) will be used as methods to incorporate the CityMark accreditation and enhanced safety standards as far as possible.

SPOTLIGHT ON: City Mark

City Mark aims to influence the level of work-related road safety (WRRS) compliance on construction sites in the City of London, helping reduce risks for people walking, and those riding cycles and motorcycles.

City Mark is an initiative that builds on existing schemes and best practices, namely the Fleet Operator Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLoCS) scheme and acknowledges developments that operate at the highest WRRS compliance levels. In the City of London, one of the biggest road risks comes from construction and supply chain vehicles that support over 60 active developments. City Mark aims to work with clients, developers, and haulage and transport companies involved in these developments to understand and recognise the WRRS initiatives they have implemented.

City Mark has been added to the existing Considerate Constructors Scheme (CCS) to recognise developments and sites that operate to the CLOCS and FORS work related road safety (WRRS) standards and accreditations.

Considerate Constructors Scheme organise an award and City Mark organises awards events to reward and recognises developments and sites that are exemplars at implementing CLOCS and FORS throughout their supply chains and can demonstrate best practices in compliance assurance. previous winners include Citygrove and Skanska at 60 London Wall (Client/Principal Contractor Award) and Knight Harwood at 60 Moorgate (Contractor Logistics Award).

Figure 10 on page 17 clearly shows that of all vehicles on the City's streets, **powered two wheelers** pose the greatest risk of all. ***Whilst the City Corporation's influence over design of privately owned powered two wheelers is limited, through collaboration with TfL and neighbouring, boroughs restaurant, grocery and professional courier services, which represent a significant proportion of trips, will be encouraged to use non-motorised forms of transport, including foot and cycle where possible (action 11.5).***

Where powered two wheelers continue to be used, design recommendations will be agreed with them to ensure the vehicles that they use pose the least risk to others (action 11.6).

The City Corporation will collaborate with partners to improve vehicle standards and maintenance and seek to support the development of a motorcycle fleet accreditation standard (action 11.7).

Although the contribution of **cycle** maintenance and design to collision causation is limited, there are examples where dangerous and unlawful practice has led to tragic outcomes. ***The City Corporation and City Police will continue to prompt and encourage good cycle maintenance and standards through on-street engagement, awareness raising events and engagement with the business community (action 11.8).***

PHOTO:

City Police bike marking event

Aside from the vehicle specific actions set out above, the City Corporation will also seek to harness and promote the use of new and emerging safety technologies in the space of vehicle design. ***The Corporation will work with partners to:***

- ***investigate and potentially trial new safety technologies, such as driver distraction monitoring and retrofit Advanced Driver Assistance Systems (ADAS). Collaboration with other partners including TfL will be vital in future-proofing the street network.***

- ***ensure that the City Corporation has a voice in steering thought-leadership and research on the topics of connected and autonomous vehicles (CAVs) adaptation (including ensuring access to post-crash vehicle data), data collection through CCTV, and technology and mapping company engagement and data sharing.***
- ***seek to influence future legislation on e-scooters, and other micro-mobility and emerging transport technologies, to ensure that measures to encourage safe use are incorporated (action 11.9).***

Intensify enforcement against those vehicles that fail to meet minimum standards of safety

ACTION 12:

Whilst welcoming innovation and future technology, the City Police and partners will continue to educate, engage and enforce against users of the City streets that drive or ride vehicles that put themselves and others at risk.

Despite the City Corporation and partners' best efforts to raise standards of vehicle safety, there will continue to be individuals that drive or ride motor vehicles, cycles or micromobility devices that pose significant risk to others. The City Police will provide an essential enforcement role to take action against these individuals.

The City Police will continue to inspect hundreds of vehicles each year, with the City Police Commercial Vehicles Unit continuing to support the London Freight Enforcement Partnership (LFEP), alongside Transport for London, the Metropolitan Police Service and the Driver and Vehicle Standards Agency (action 12.1).

PHOTO:

E scooter riders

With the advent and adoption of new and innovative vehicle types, such as e-scooters and other forms of micro-mobility, the Police will have a key role to play in ensuring compliance with the laws of the road.

E-scooters that are not part of the London trial, and other devices e.g. hoverboards and e-unicycles remain illegal on streets and footways across the City, and the City Police will engage, educate and potentially seize the devices belonging to individuals that break this law (action 12.2).

The same rule will apply for people that have adapted their cycles or ride ones that fail to comply with legal requirements and put themselves and other users of the City's streets at risk (action 12.3).

The City Police will adapt their enforcement approach with further developments in micro-mobility, ensuring future legislation on their use is consistently applied, with users of illegal models apprehended and the vehicle potentially seized (action 12.3).

The City Corporation leading by example, with its own fleet and procurement practices setting the standard for vehicle safety

ACTION 13:

Raise vehicle safety standards through the City Corporation setting the benchmark through its own fleet, whilst using procurement processes, supply chain and influence on other businesses to further extend the benefits.

PHOTO:

Van or truck in the City

The City of London has led the way in London by adopting the strictest standards in vehicle features and design, both for its own fleet and vehicles in its supply chain. The City Corporation will continue this focus by further raising standards in its vehicle fleet

and creating a platform to share good practice and encourage partners and City businesses to do the same.

New vehicle technologies will continue to be harnessed, with the City Corporation raising safety standards in its fleet specification for new vehicles (including smaller low/zero-emission vehicles where possible), whilst identifying opportunities to retrofit technologies into the existing fleet.

The Corporation will introduce retrofit intelligent speed assistance (ISA) where appropriate into its own fleet, and will share the cost, environment and safety benefits with other partners (e.g. suppliers, contractors, and business community) across the City (action 13.1).

The incorporation of telematics will also help the Corporation to monitor and address any instances of driving behaviour, such as speeding, harsh acceleration and braking, that falls below the standard expected of its employees and workers[14] (action 13.2).

The City Corporation will investigate options for gamification / incentivisation of safe behaviours (rewards) and dependent on the results, potentially expand to other partners (action 13.3).

The City Corporation will continue to use its power and influence across its broader supply chain to raise standards in more and more vehicles, including the potential to match our own fleet standards, such as with a minimum star rating in the Euro NCAP Commercial Van ratings (action 13.4).

Many of the City Corporation's suppliers will already have telematics capability where they have a vehicle component to a contract. ***However, as part of the procurement process in future, the City Corporation will encourage longer term and larger contract suppliers to incorporate telematics, and demonstrate that they monitor, investigate and act upon instances of poor driving behaviour by their workers (action 13.5).***

[14] Vehicle telematics is a method of monitoring vehicles through the use of GPS and on board diagnostics to record and report on data including; location, speed, trip distance/time, idling time, harsh braking & acceleration and fuel consumption.

Safe Behaviours

The behaviour of those that use the City's streets is too often the failure point that can lead to a fatal or serious collision. The system needs to accommodate human errors to ensure a death or serious injury does not result, but nonetheless dangerous, inconsiderate, and illegal behaviour will be tackled through training, enforcement, communications and other behavioural interventions. The engagement and enforcement activity set out in this chapter are additional to the actions included in other sections, including Safe Speeds.

Apply a hierarchy of road users and interventions, with a focus on improving the behaviour of those that present the greatest harm

ACTION 14:

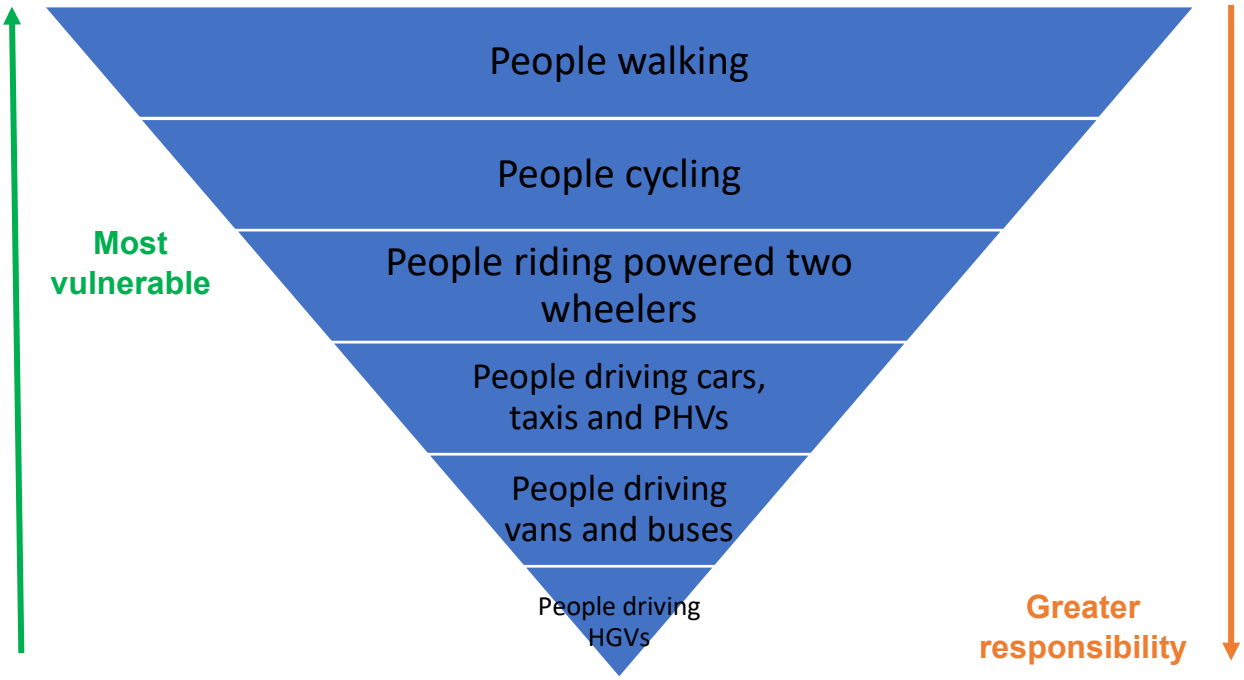
Deliver behaviour change and training interventions, with a focus on improving the riding and driving behaviour of those that pose the greatest risk

The City of London has long adopted a road danger reduction approach, which translates into a hierarchy of responsibility, akin to that incorporated in the revised Highway Code 2022. Those users of the City's streets that drive or ride larger, heavier, motorised vehicles, are driving or riding for a living, or are able-bodied, have a greater responsibility to prevent harm to those that are disabled, are walking, riding cycles or motor vehicles that are less large than their own.

TfL's Vision Zero action plan explains that police Stats19 data from across London shows that 93 per cent of all factors contributing to collisions in London are related to a limited number of behaviours:

- inappropriate speeds,
- risky manoeuvres,
- distraction,
- drink/drug driving, and
- vehicle and driver/rider non compliance.

The same five sources of road risk above are present in the vast majority of fatal and serious collisions that occur in the City, and the Corporation and its partners will focus on challenging these to reduce road danger.



The City's casualty data shows that the majority of fatal and serious collisions result from the involvement of vehicles ridden or driven by professional drivers e.g. drivers and riders of courier / delivery motorcycles, light or heavy goods vehicles, buses and taxis and private hire vehicles. The focus of action will be on using the channels and levers under the control of the City Corporation and partners to influence and improve the driving and riding behaviour of these street users.

PHOTO:

Motorcycle courier or restaurant delivery rider

Professional courier drivers and delivery riders of powered two wheelers and cycles will continue to be targeted to improve their driving and riding behaviour in the City. The Corporation and its partners' own supply chain and procurement practices

will seek to raise the standard in use of the City's streets, setting an example for others to follow.

The Corporation requires FORS Bronze or Silver accreditation for suppliers, dependent on the length and value of contract. ***These standards will continue, and the Corporation will investigate the potential to strengthen the FORS requirements, including a condition that drivers have Safer Urban Driving training or on-cycle / immersive training (action 14.1).***

These standards will ensure the Corporation continues to lead by example, and neighbouring authorities will be encouraged to apply similar standards to their own fleet and supply chains.

The City Corporation will collaborate with TfL and other authorities to help inform national standards, including the design (and database) of Compulsory Basic Training for new and novice powered two-wheeler riders, compulsory requirement for Safer Urban Driving in Driver Certificate of Professional Competence (CPC) etc (action 14.2).

The Corporation will engage with TfL to inform and apply their courier and professional powered two-wheeler engagement in the City and help develop an industry standard for rider training and safe riding practices (action 14.3).

PHOTO:

Black cab on City street

With so many **taxi and private hire vehicles** in the City, the professional drivers of these vehicles bear significant responsibility to keep the streets safe. ***TfL's Taxi and Private Hire team, as the licencing authority and regulator of these drivers have the duty to apply standards to reduce risk, and the Corporation will work with TfL to encourage them to strengthen safety requirements where possible, e.g.***

driver safety training, police incident reporting, Disclosure and Barring Service (DBS) check frequency etc[15] (action 14.4).

Distraction of taxi and private-hire drivers, particularly through app-based operation is a particular risk to themselves, their passengers and all other road users, and the Corporation will encourage TfL to investigate options to reduce this risk (action 14.5).

TfL has a well-established and advanced **bus safety** programme, including bus driver training, with a hazard awareness theme. ***However, the Corporation and partners will support TfL with insight, data and expertise to advise on initiatives relevant to the City (action 14.6).***

Bus in the City

Actions to raise the standard of non-professional drivers and riders will also be pursued and the City Corporation and City Police will support and amplify the campaigns, communications and behaviour change activity of TfL, the DfT and other agencies, for example campaigns to promote awareness of the Highway Code changes (action 14.7).

Enhanced engagement through the Active City Network (ACN), business improvement districts (BIDs) and other business channels will support and amplify messaging to commuter powered two wheeler riders, to promote safe, considerate and risk aware riding (action 14.8).

E-scooters (other than the existing rental trials) are likely to soon be legally permitted to use the City's streets, as the DfT has communicated its intent to legalise them. However, e-scooters and other electric vehicles ridden at speed (e.g. e-bikes) remain

[15] A Disclosure and Barring Service check provides details of convictions and conditional cautions that are considered to be unspent under the terms of the Rehabilitation of Offenders Act (ROA) 1974, along with non-conviction information supplied by relevant police forces where an enhanced check is undertaken.

a significant risk when used on the footway, and blind and partially sighted people are exposed to heightened risk due to their silent operation.

Training opportunities will be promoted to e-scooter users to ensure that they ride in a way that minimises risk to people walking, along with all users of the streets (action 14.9).

Lastly, whilst people **cycling** pose relatively low risk to other street users, due to their number they are involved in around 14 per cent of all fatal and serious injuries in the Square Mile.

Cycling training will be promoted through business and resident channels so that people cycling know to ride calmly and in a way that anticipates the behaviour of other people walking, cycling and riding or driving motor vehicles (action 14.10).

PHOTO:

Cycle training event

Further research on the patterns and origins of conflict between people walking and cycling will help to understand and inform initiatives to help prevent further injuries from occurring (action 14.11).

Deliver high-visibility, intelligence-led enforcement and roads policing to reduce risk from dangerous and illegal road users

ACTION 15:

The City Police Roads Policing Unit will continue to take an intelligence led and highly-visible approach to tackling unsafe and illegal behaviour on the City's streets.

The City of London police will continue to adopt a road danger reduction focused policing approach, using engagement, deterrence and enforcement to raise standards of riding and driving in the Square Mile.

Using intelligence and evidence from casualty data and other sources, the City Police will continue to deliver targeted enforcement of dangerous and reckless driving and riding, including using unmarked police vehicles (action 15.1).

Specific locations and times for bursts of high visibility enforcement will be informed by insight from the City's Vision Zero Collision Data Dashboard (action 15.2).

Adopting a proportionate approach to offences in the City, the City Police will continue their enforcement and engagement activity, to include anti-social and road danger offences e.g. cyclist close pass, careless and dangerous driving, riding cycles on the pavement and not obeying traffic signals, to tackle instances of riding and driving that present danger and negatively impact perceived safety (action 15.3).

The City Corporation and City Police will investigate the wider accreditation of Highway Authority Staff, using the Community Safety Accreditation Scheme Powers to enable offences relating to anti-social street user behaviour to be enforced more widely.

In order to amplify the deterrent effect and discourage users of the City's streets from behaving recklessly or illegally the City Police and the City Corporation will do more to raise awareness of driving offences and criminal justice outcomes (action 15.4).

Communication and awareness raising of road policing campaigns, along with high-visibility operations will further increase the deterrent in the City.

Roads policing will take a proportionate approach to target particular high risk individuals and behaviours that pose a higher risk to others. However, a proportionate approach will be adopted to align the risk and degree of danger caused with the severity of the engagement or enforcement response, in turn building trust and confidence in the City Police.

PHOTO:

Police enforcement activity

The Police will continue to target high-risk riders of powered two wheelers, including those that are uninsured, with enforcement measures, and the criminal justice outcomes will be regularly reported (action 15.5).

Unsafe, reckless and irresponsible cycling in the City, such as red-light jumping will be addressed through officers stopping, engaging and enforcing against those responsible (action 15.6).

The City Police currently engage with people using illegal private e-scooters and other forms of micro-mobility, and occasionally seize vehicles. ***If e-scooters become legalised, the City Police will continue to identify and target dangerous and illegal behaviours, including riding on the pavement (action 15.7).***

The City Corporation will support the enforcement efforts of the City Police through engaging with the public and business community to raise awareness and promote the reporting of unsafe behaviours, including through dashcams, via the police reporting portal.

Vision Zero ambassadors amongst the business community will help to act as exemplars of road danger reduction e.g. raising awareness of the societal imperative to achieve Vision Zero, promoting driver training in their supply chain etc (action 15.8).

The City Corporation and Police will also work together, and with Business Improvement Districts to develop and implement Business Community Roadwatch events (action 15.9).

Business advocates will work with the police to take a hands-on community-led approach to promoting a safe, forgiving street environment through the use of speed detection equipment to gather intelligence on speeding motorists.

Ensure that the road users that are subject to the most danger from others have the knowledge and expertise to help prevent them from coming to harm

ACTION 16:

A range of training, marketing and communications campaigns will help empower, educate and upskill people walking, riding cycles and motorcycles, to help prevent them from being injured on the City's streets.

The City Corporation's road danger reduction approach focusses on reducing the potential harm caused by users of the streets that pose the greatest risk. However, all users of the City's streets have a responsibility for their own safety, as well as that of others, and so the programme includes a focus on education and filling knowledge gaps of those cycling and riding powered two wheelers.

TfL develops a range of road danger marketing and communications campaigns, including in recent years the 'Watch Your Speed' campaign and 'Drivers and Riders, watch out for each other', to encourage lower speeds and awareness of people riding motorcycles. ***To ensure a consistent message, and to avoid additional***

development costs, the City Corporation and Police will support and amplify TfL's campaigns and marketing activity, along with the DfT's Think! campaigns through its own channels (action 16.1).

People riding cycles and motorcycles

Chart 3 and 10 on pages 13 and 17 shows that not only do people riding cycles represent the greatest number of fatal and serious injuries in the City, but they also experience the highest risk. As such, it is imperative that the City Corporation supports new and novice, but also more experienced cyclists with the skills and expertise to cycle safely in the City.

The City Corporation will provide and promote free cycle training for people who live, work and study in the City, working closely with City businesses to offer this training in a convenient and easily accessible way (action 16.2).

Due to the unique challenge of levels of cyclist / pedestrian conflict, the City Corporation will develop a cycling code of practice that will be shared with the business community through the Active City Network, to distribute through cycle user groups - promoting good standard of cycling behaviour (action 16.3).

PHOTO:

People cycling and walking on City street

People riding motorcycles also experience elevated levels of risk in the City, and again, through TfL training courses, they will be provided with the skills and advice on how to ride safely in an urban environment. The 1-2-1 Motorcycle Skills course is a bespoke course aimed at ensuring that riders are aware of how to ride safely on their usual route in the City.

The City Corporation will raise awareness of 1-2-1 Motorcycle Skills training through its communication channels with City businesses (action 16.4).

The Beyond CBT: Skills for Delivery Riders course is aimed specifically at delivery riders and again the Corporation will investigate ways in which to

promote the course to professional riders, including through supply chain and procurement practices (action 16.5).

The City Corporation is of the view that the national one-day Compulsory Basic Training (CBT) course is not fit for purpose and requires updating to ensure novice riders are equipped with the skills to ensure their safety in an urban setting. Over 50 per cent of riders killed or seriously injured in the City over the last five years were riding vehicles with an engine size under 125cc, which can be ridden with a CBT alone.

The City Corporation and partners will support TfL in its efforts to lobby for an improvement and update to the CBT syllabus and ensure it instils the necessary skills and safety awareness for modern urban riders (action 16.6).

PHOTO:

Motorcyclists training on street

Since FORS expanded its remit to motorcycle fleets in 2018, the City Corporation and partners will continue to explore opportunities to promote the uptake of this accreditation as part of procurement contracts (action 16.7).

Lastly, virtual reality (VR) Exchanging Places events that allow people to experience the blind spot from the driver's seat of an HGV will continue to be run in the City to ensure people walking and cycling take care near these large vehicles (action 16.8).

The City Corporation and partners will engage with people walking, cycling or riding motorcycles in the City to understand their concerns and perceptions and then use the findings to tailor the existing training and campaign offer (action 16.9).

Children and schools

Children at schools in the City will have tips on how to avoid road risk incorporated into their leaning journey. As long as road danger reduction is not included in the national curriculum, the City Corporation will help ensure that these vital life skills are learnt from the earliest age.

The City Corporation will continue to promote and encourage schools to work towards STARS accreditation (action 16.10).

STARS is TfL's accreditation scheme for London schools and nurseries which inspires young Londoners to travel to school sustainably, actively, responsibly, and safely by championing walking, scooting and cycling.

Post Collision Learning, Analysis and Support

Fatal and serious injury collisions on the City's streets are tragic but largely preventable events, and through treating them as such, the Corporation and Police will learn from them to help prevent their reoccurrence whilst supporting the victims that suffer the consequences. The City of London Police apply an industry leading approach to fatal and serious collision investigation to determine culpability and potential criminality in the event of a crash. However, there is more that the Corporation and Police can do to draw further learnings and ensure that they are applied in the design and operation of the street environment to prevent the reoccurrence of serious collisions.

Investigating and learning from serious collisions

ACTION 17:

The City of London Corporation and City Police will collaborate to improve the investigation of collisions to help inform and develop the approach to reducing road danger and preventing fatal and serious injuries.

The City of London already supports TfL's 'Go Look See' process, which involves formal multi-agency and disciplinary site-visits to the scene of fatal collisions, to determine any short or longer term remedial actions to prevent reoccurrence. **However, the City Corporation and City Police will *expand the Go Look See protocol to other serious collisions in the City to extract learnings from the most serious and life-changing events (action 17.1).***

PHOTO:

City Police on street

Any learnings will be shared with TfL and other London boroughs to ensure that the benefit from these collision investigations can be applied outside of the boundaries of the Square Mile.

In addition to post-collision investigations *the City Police will undertake a process of exploratory Environmental and Visual Audits (EVAs) (action 17.2).* EVAs are officer-led reviews of the street environment to gather intelligence that helps to tailor the approach to roads policing and other road danger reduction interventions. Insight will be shared with partners including the City Corporation and TfL to help inform the delivery of the Vision Zero programme.

Whilst the City of London Police professional collision investigators apply the highest standards in their field, the learnings from their investigations are not routinely used to provide feedback on infrastructure design, behaviour change programmes or vehicle design. Rather, the investigations are oriented towards identifying criminality and supporting in the provision of evidence for criminal proceedings or the coronial process.

As such the City Corporation and City Police will work together to apply new and emerging processes to garner learnings and to identify where causal and systemic factors have combined, resulting in fatal and serious collisions (action 17.3).

In June 2022, the government announced the formation of a Road Safety Investigation Branch (RSIB) to make independent safety recommendations and shape future road safety policy. The RSIB will investigate incidents on the country's roads and provide insight into what needs to change to help save lives. The RSIB will help inform industry protocol, with all opportunities for further exploration applied in the Square Mile.

The City Corporation will identify opportunities to complete further data analysis to better understand risk on the City of London's streets (action 17.4).

Opportunities exist to better understand risk in the City through combining collision and casualty data with other data on road user behaviour, environmental characteristics and vehicle movements.

The City Corporation will seek to develop and apply innovative approaches to develop a measure of risk in the City (action 17.5).

The City Corporation will also contribute and act on the analysis being conducted by TfL into how unequal road danger outcomes manifest among different demographics and communities, and adopt the findings where appropriate in the Square Mile (action 17.6).

<u>Supporting the victims of serious road traffic collisions and reducing injury outcomes</u>

ACTION 18:

Support will be improved for those that suffer the most from the effects of fatal and serious collisions, with emergency service partners prioritised in access to collision sites.

Each year in the City more than 40 individuals are killed or seriously injured. The bereaved families of those that are killed have to deal with the heartbreak from the

loss of a loved one, whilst also dealing with the often complex and confusing arrangements following a death. The level of care and support required for those seriously injured is just as significant, and other people are impacted either directly or indirectly as a result of the collision.

The City Police will ensure that it signposts and refers individuals to the specialist services that exist, to aid and support those bereaved or seriously injured at the most difficult of times (action 18.1).

The City Corporation will also help to ensure that injury outcomes are reduced as much as possible through working with the London Ambulance Service (LAS) and the Police to ensure that medical equipment is readily available and accessible when or where it is needed within the City e.g. defibrillators and trauma bags (action 18.2).

The City Corporation will also engage with LAS teams to explore how the City could improve access for their paramedics i.e. dispatch cars, cycles and motorcycles, HEMS vehicles etc. ***In doing this, the City Corporation will work closely with emergency services when developing traffic restrictions to reduce potential impacts on emergency response times (action 18.3).***

Monitoring, evaluation and data improvements

In order to understand the City Vision Zero partners' progress towards the goal of zero death and serious injury, a robust and proactive monitoring and evaluation framework is required.

Use data and analysis to help build our understanding of the key contributors to road danger

ACTION 19:

Develop further monitoring, evaluation and data improvements, along with greater reporting, to foster a proactive forward-thinking safety culture in the Square Mile.

The Stats 19 collision data collected by the City Police is the principal source of intelligence on road casualties and danger in the City. ***To gather even more insight from this dataset, the City Police will further improve the accuracy of collision reporting, through additional training for officers and awareness raising of the importance of understanding causation factors in preventing future collisions (action 19.1).***

The City Corporation and City Police will also work with TfL, and in turn the DfT, to improve vehicle and casualty categorisation in Stats 19 collision data recording (e.g. taxi separate to private hire vehicles, bus separate to coach, micro-mobility modes etc, as well as individual characteristics including disability and race) (action 19.2).

The relationship between reducing road danger and promoting more walking and cycling trips is well understood. However, it is often individuals' perception of danger that prevents them from travelling actively, and this perception can often differ from the reality of where, where and how road danger materialises. ***For this reason, the Corporation will explore ways to identify how individuals' perception of safety needs to be improved, along with ways to improve it through danger reduction interventions, marketing and communications (action 19.3).***

Developing a proactive approach to road danger reduction

To make Vision Zero a reality, the City Corporation and its partners need to move from a reactive, retrospective approach that responds to issues of road danger as they emerge, to one where safety leadership drives continuous improvement. Key to this is developing a greater understanding of the factors that contribute towards fatal and serious injuries. Through challenging the key causes of collisions and casualties on the City's streets (e.g. speeding, distraction, drink/drug driving and riding etc) the City Corporation and partners will reduce road danger, improve perceptions of safety and prevent fatal and serious crashes.

The approach will move beyond just fatal and serious injury numbers and will establish the development of a suite of outcome-oriented 'lead' performance

indicators, in support of the overarching fatal and serious injury reduction target (action 19.4).

Lastly, the safety culture in the Square Mile must move from one where the City Corporation and City Police are seen as the sole responsible agencies for safety, to one where all of those that use the street have responsibility for their own safety and that of others.

In line with this, the City's Vision Zero partners will promote the reporting of dangerous and illegal road user behaviour, as well as self-reporting of personal injury collisions where the police did not attend (action 19.5).

In turn, the City Police will publish and report available statistics relating to enforcement activity, along with criminal justice outcomes for those that have been found guilty of illegal road user behaviour (action 19.6).

This will help raise awareness of the outcomes from illegal road user behaviour, raise public confidence in the police, and deliver a deterrent effect.