

	ACTION	COMPLETED BY	LEAD AGENCY	OTHER AGENCIES
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 Corporation, Police and their partners.		<i>City Corporation</i>	<i>City Police</i>
1.1	<p><i>Building and strengthening the culture of safety, Vision Zero will more and more become a central facet of activity, with the reduction of road risk considered a core element of success for all street infrastructure schemes and initiatives</i></p> <p><i>Key elements of the process of strengthening the safety culture will include:</i></p> <ul style="list-style-type: none"> <i>• applying language guidelines for road collisions, e.g. "crash" or "collision" not "accident", and referring to the driver or rider, not the vehicle</i> <i>• participating in London Vision Zero week, Project EDWARD, national road safety week and other similar campaigns,</i> <i>• recognising success in delivering initiatives that support Vision Zero, as well as inviting ideas for innovation and creativity</i> <i>• 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</i> 	2023 then ongoing	City Corporation	City Police

	ACTION	COMPLETED BY	LEAD AGENCY	OTHER AGENCIES
	SAFE SPEEDS			
2	The City of London Corporation will identify locations across the Square Mile where implementing advisory speed limit reductions will help create lower speed environments and reduce road danger.		City Corporation	City Police
2.1	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	Delivered through projects	City Corporation	
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.		City Corporation	
3.1	The City Corporation will ensure all its projects that deliver changes to the City's streets create low speed environments that are self-enforcing	Delivered through projects	City Corporation	Transport for London
3.2	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.	2024	City Corporation	City Police
3.3	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	2023	City Corporation	
3.4	The City Corporation will use its own channels, including to the business community, to amplify speed awareness campaigns at a local level.	Ongoing	City Corporation	
4	The City of London Police will maintain its on-street engagement and speed enforcement activity to focus at locations and times where poor compliance presents the greatest risk.		City Police	
4.1	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	Ongoing	City Police	
4.2	The City Police will engage and advise users of the City's streets on how to travel at safe speeds, avoiding risk to others	Ongoing	City Police	City Corporation
4.3	Engage with TfL's process of reviewing the prioritisation process for installing new safety cameras to advance the importance of camera enforcement in the City.	2023	City Police	Transport for London
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.	2024 then ongoing	City Corporation	City Police

	ACTION	COMPLETED BY	LEAD AGENCY	OTHER AGENCIES
	SAFE STREETS			
6	The City of London Corporation will work with TfL to apply design principles and practices that minimise the risk to the most vulnerable users of the City's streets. The prioritisation process for future schemes will incorporate casualty prevention		City Corporation	
6.1	Develop a City of London Vision Zero design audit that will be applied to all engineering schemes, to ensure that guidance and best practice has been applied.	2024	City Corporation	Transport for London
6.2	Ensure the successes of casualty reduction schemes are shared in future, and also that the anticipated reduction in casualties and road danger, leading to other ancillary benefits, are incorporated into the prioritisation process	2024 then ongoing	City Corporation	Transport for London
6.3	Existing and planned best practice guidance such as the London Cycling Design Standards, Motorcycle Design Guide and Planning for Walking Toolkit will all be used and applied where appropriate in future scheme development	Ongoing	City Corporation	Transport for London
7	A programme of junction improvement schemes will be scoped, designed and delivered to reduce danger and the fear of danger at priority locations.		City Corporation	
7.1	Deliver a prioritised programme to re-design and de-risk the junction locations where the risk of serious collisions is the greatest	2028+	City Corporation	Transport for London
7.2	The process of priority junction identification will be refreshed on an annual basis, to ensure problem locations are understood and that the profile of road risk has not significantly changed	2023 then ongoing	City Corporation	Transport for London
8	Deliver a range of engineering initiatives that reduce risk to the most vulnerable users of the City's streets – those walking, cycling and riding powered two wheelers – through enhanced engagement with the groups that represent them.		City Corporation	
8.1	<ul style="list-style-type: none"> • Work with TfL to identify potential locations for the introduction of green person authority signalised crossings to prioritise movement of people walking • Raising the carriageway to pavement level at side streets to prioritise people walking, improve accessibility and reduce speeds • Work with TfL to minimise waiting times and maximise crossing times at signalised pedestrian crossings • Review pavement and pedestrian island widths at locations with high footfall • Commission research to better understand conflict between people walking and cycling, to help identify design engineering and behavioural solutions that reduce injury • Further enhance pedestrian priority on 'Local Access' streets 	2026	City Corporation	Transport for London
8.2	<ul style="list-style-type: none"> • Use the City's Vision Zero Collision Data dashboard to help inform the network of future cycle infrastructure improvements • Review collision conflicts in the context of parking and loading bays to ascertain whether risk for people riding cycles or powered two wheelers is higher where parking and loading is present • Work with TfL to identify signal timing improvements that will reduce risk at junction locations and improve convenience for people walking and cycling • Use third party data (e.g. Strava) to identify high cyclist flow routes and consider further segregation / improvements for these routes, particularly where collision clusters exist 	2026	City Corporation	Transport for London
8.3	<ul style="list-style-type: none"> • Use the City's Vision Zero Collision Data dashboard to identify and prioritise powered two wheeler collision clusters • Infrastructure schemes in the City will take into account best practice design and engineering principles to reduce risk to powered two wheelers, through road safety audits and TfL's Motorcycle Safety Review Tool, which the City Corporation will help develop and subsequently apply 	2026	City Corporation	Transport for London
9	Enhance the delivery of road danger reduction engineering initiatives through effective monitoring and reporting, whilst seeking additional funding opportunities and future proofing the network.		City Corporation	
9.1	The City Corporation will seek new funding sources and opportunities for road safety research and/or schemes, e.g. for research through Small and Themed grants from the Road Safety Trust or other grant making trusts	2025	City Corporation	
9.2	The City Corporation will ensure that safety and the reduction of road risk is made central to all infrastructure delivery, including major schemes, minor schemes, Healthy Streets programmes and Section 278 agreements	Ongoing		
9.3	The planning process will be used to ensure that where appropriate, new developments contribute to providing safer streets by securing highway works to mitigate the impact of the development and to reduce road risk	Ongoing	City Corporation	
9.4	The City Corporation will investigate ways to enhance and advertise the process of reporting road defects or locations of concern e.g. working with partners such as fixmystreet.com and/or TfL's ReportIt tool. The City Corporation will clearly label completed works and provide statistics on repair times whilst promoting the City's highway reporting website (e.g. QR codes on street furniture and local magazines/blogs CityView & CityResident) (action 9.3).	2024	City Corporation	Transport for London
9.5	Make better use of TfL's Traffic Accident Diary System (TADS) collision monitoring system to monitor new schemes for collisions to identify and fix any teething problems quickly and build a best practice portfolio of successful scheme design	2024 then ongoing	City Corporation	Transport for London
9.6	Lastly, the City Corporation will work with TfL and relevant industry partners to identify advancements in infrastructure technology and consider how they should be integrated into the network in future, e.g. interactive signage or 'connected infrastructure' with the ability to interact with vehicle movements	2026	City Corporation	Transport for London

	ACTION	COMPLETED BY	LEAD AGENCY	OTHER AGENCIES
	SAFE VEHICLES			
10	Reduce, re-time, re-route and re-mode vehicle trips to prevent the risk that motor vehicles pose on the City's streets.		City Corporation	
10.1	<i>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</i>	2025	City Corporation	
11	The 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.		City Corporation	
11.1	<i>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</i>	2023 then ongoing	City Corporation	Transport for London
11.2	<i>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</i>	2023 then ongoing	City Corporation	Transport for London
11.3	<i>Engage with coach operators to encourage them to incorporate retrofit advanced safety technologies such as intelligent speed assistance (ISA), driver monitoring and alcohol locks</i>	2024	City Corporation	Transport for London
11.4	<i>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</i>	2023	City Corporation	
11.5	<i>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</i>	2023 then ongoing	City Corporation	
11.6	<i>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</i>	2024	City Corporation	
11.7	<i>The City Corporation will collaborate with partners to improve vehicle standards and maintenance and seek to support the development of a powered two wheeler fleet accreditation standard.</i>	2025	City Corporation	Transport for London
11.8	<i>Prompt and encourage good cycle maintenance and standards through on-street engagement, awareness raising events and engagement with the business community.</i>	2023	City Corporation	City Police
11.9	<i>The Corporation will work with partners to:</i> <ul style="list-style-type: none"> • 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). 	2025	City Corporation	Transport for London
12	Whilst welcoming innovation and future technology, the City of London 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.		City Police	

12.1	<i>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.</i>	Ongoing	City Police	Transport for London
12.2	<i>E-scooters that are not part of the London trial, and all other micro-mobility vehicles 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.</i>	2023	City Police	Metropolitan Police Service Transport for London
12.3	<i>The same rule will apply for people cycling, that have adapted their cycles or ride ones that fail to provide a basic level of safety to themselves and other users of the City's streets.</i>	2023	City Police	
12.4	<i>The City Police will adapt their enforcement approach with further developments in the micro-mobility space, ensuring future legislation on their use is consistently applied, with users of illegal models apprehended and the vehicle potentially seized.</i>	2023	City Police	
13	<i>Raise vehicle safety standards through the Corporation setting the benchmark through its own fleet, whilst using procurement processes, supply chain and influence on other businesses to further extend the benefits</i>		City Corporation	
13.1	<i>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 and businesses across the City.</i>	2023	City Corporation	
13.2	<i>The incorporation of telematics will also help the Corporation to monitor and address any instances of driving behaviour that falls below the high standard expected of its employees and workers.</i>	2023	City Corporation	
13.3	<i>The City Corporation will investigate options for gamification / incentivisation of safe behaviours (rewards) and dependent on the results, potentially expand to other partners.</i>	2024	City Corporation	
13.4	<i>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</i>	2025	City Corporation	
13.5	<i>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</i>	2025	City Corporation	

ACTION		COMPLETED BY	LEAD AGENCY	OTHER AGENCIES
SAFE BEHAVIOURS				
14	Deliver behaviour change and training interventions, with a focus on improving the riding and driving behaviour of those that pose the greatest risk		City Corporation	
14.1	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	2024	City Corporation	
14.2	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	2024	City Corporation	Transport for London
14.3	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	2025	City Corporation	Transport for London
14.4	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	2024	City Corporation	Transport for London
14.5	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.	2023	City Corporation	Transport for London
14.6	The Corporation and partners will support TfL with insight, data and expertise to advise on bus driver training initiatives relevant to the City	2024	City Corporation	Transport for London
14.7	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	2023 then ongoing	City Corporation	Transport for London Department for Transport
14.8	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	2024	City Corporation	
14.9	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	2024 then ongoing	City Corporation	City Police
14.10	Cyclist 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	2023 then ongoing	City Corporation	
14.11	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.	2024	City Corporation	

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.		<i>City Police</i>	
15.1	<i>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</i>	2023 then ongoing	<i>City Police</i>	
15.2	<i>Specific locations and times for bursts of high visibility enforcement will be informed by insight from the City's Vision Zero Collision Data Dashboard.</i>	2023 then ongoing	<i>City Police</i>	<i>City Corporation</i>
15.3	<i>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</i>	2023 then ongoing	<i>City Police</i>	
15.4	<i>The City Police and the City Corporation will do more to raise awareness of driving offences and criminal justice outcomes</i>	2023 then ongoing	<i>City Police</i>	<i>City Corporation</i>
15.5	<i>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</i>	2023 then ongoing	<i>City Police</i>	
15.6	<i>Unsafe, reckless and irresponsible cycling in the City, such as red-light jumping will be addressed through officers stopping, engaging and potentially arresting those responsible</i>	2023 then ongoing	<i>City Police</i>	
15.7	<i>Continue to identify and target dangerous and illegal behaviours, including riding on the pavement.</i>	2023 then ongoing	<i>City Police</i>	
15.8	<i>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</i>	2025	<i>City Corporation</i>	
15.9	<i>The City Corporation and Police will also work together, and with Business Improvement Districts to develop and implement Business Community Roadwatch events</i>	2024	<i>City Police</i>	<i>City Corporation</i>
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		<i>City Corporation</i>	
16.1	<i>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</i>	2023 then ongoing	<i>City Corporation</i>	<i>Transport for London Department for Transport</i>
16.2	<i>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</i>	2023 then ongoing	<i>City Corporation</i>	
16.3	<i>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</i>	2024	<i>City Corporation</i>	<i>City Police</i>
16.4	<i>The City Corporation will raise awareness of the 1-2-1 Motorcycle Skills training course through its communication channels with City businesses</i>	2023 then ongoing	<i>City Corporation</i>	<i>City Police</i>
16.5	<i>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</i>	2024	<i>City Corporation</i>	
16.6	<i>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</i>	2024	<i>City Corporation</i>	<i>Transport for London Department for Transport</i>
16.7	<i>The City Corporation and partners will continue to explore opportunities to promote the uptake of FORS motorcycle fleet accreditation as part of procurement contracts</i>	2024	<i>City Corporation</i>	
16.8	<i>Virtual reality (VR) Exchanging Places events that allows 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.</i>	2023 then ongoing	<i>City Police</i>	
16.9	<i>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.</i>	2024	<i>City Corporation</i>	<i>Transport for London</i>
16.10	<i>The City Corporation will continue to promote and encourage schools to work towards STARS accreditation</i>	2023 then ongoing	<i>City Corporation</i>	

	ACTION	COMPLETED BY	LEAD AGENCY	OTHER AGENCIES
	POST COLLISION LEARNING ANALYSIS AND SUPPORT			
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		City Police	
17.1	Expand the Go Look See protocol to other serious collisions in the City to extract learnings from the most serious and life-changing events.	2023	City Corporation	City Police
17.2	The City Police will undertake a process of exploratory Environmental and Visual Audits (EVAs), as is the case in the Metropolitan Police Service, to support the approach to roads policing, but to also share insight with partners including the Corporation and TfL to inform other road danger reduction initiatives.	2023	City Police	
17.3	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.	2023	City Police	City Corporation
17.4	The City Corporation will identify opportunities to complete further data analysis to better understand risk on the City of London's streets.	2024	City Corporation	
17.5	The City Corporation will seek to develop and apply innovative approaches to develop a measure of risk in the City.	2024	City Corporation	City Police
17.6	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	2023	City Corporation	Transport for London
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.		City Police	
18.1	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.	2023	City Police	
18.2	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	2023	City Police	City Police
18.3	Work closely with emergency services when developing traffic restrictions to reduce potential impacts on emergency response times	2023	City Corporation	London Ambulance Service London Fire Brigade City Police

	MONITORING, EVALUATION AND DATA IMPROVEMENTS			
19	Develop further monitoring, evaluation and data improvements, along with greater reporting, to foster a proactive forward-thinking safety culture in the Square Mile		City Corporation	
19.1	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.	2023	City Police	
19.2	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).	2023	City Police	City Corporation Transport for London Department for Transport
19.3	The Corporation will explore ways to identify how individuals' perception of safety needs to be improved most, along with ways to improve it through danger reduction interventions, marketing and communications.	2024	City Corporation	
19.4	The development of a suite of outcome-oriented 'lead' performance indicators, in support of the overarching fatal and serious injury reduction target	2024	City Corporation	City Police
19.5	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.	2024	City Corporation	City Police
19.6	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.	2023	City Police	