

## City of London Corporation Committee Report

<b>Committee(s):</b> Planning & Transportation Committee	<b>Dated:</b> 2 December 2025
<b>Subject:</b> Transport Strategy: Vision Zero Action Plan Annual Report	<b>Public report:</b> For Information
<b>This proposal:</b> <ul style="list-style-type: none"> <li>• <b>delivers Corporate Plan 2024-29 outcomes</b></li> <li>• <b>provides statutory duties</b></li> </ul>	<ul style="list-style-type: none"> <li>• Vibrant Thriving Destination</li> <li>• 1988 Road Traffic Act, Section 39, puts a duty on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.</li> </ul>
<b>Does this proposal require extra revenue and/or capital spending?</b>	No
<b>If so, how much?</b>	n/a
<b>What is the source of Funding?</b>	n/a
<b>Has this Funding Source been agreed with the Chamberlain's Department?</b>	n/a
<b>Report of:</b>	Executive Director Environment
<b>Report author:</b>	Samantha Tharme, City Operations

### Summary

The City of London Corporation is working with key partners such as the City of London Police and Transport for London to keep people safe from road danger.

In accordance with this key objective, and in line with the Mayor of London's ambition and international best practice, the Transport Strategy established the strategic direction for achieving Vision Zero; with the ambition of seeking to eliminate transport related deaths and serious injuries by 2040.

The strategic approach outlined in Transport Strategy is supported by a Vision Zero Plan for 2024–2028. This includes actions relating to safe streets, safe speeds, safe vehicles and safe behaviours.

Partnership working with the City Police is key to encouraging safe behaviours by all street users and particularly people driving and riding in the Square Mile. The police are targeting priority locations and have a good record of educating and fining where necessary.

This report provides an update on:

- Verified casualty data for 2024
- Road danger reduction activities undertaken in 2024/2025
- Current activities being delivered in 2025/26

There has been a significant reduction in overall injuries but the number of people seriously injured remains around 50 per annum as it has done for the last few years, albeit within the context of increasing footfall post-pandemic and growing number of people cycling. Set against this background, this suggests an overall reduction in the risk of people being injured in road traffic collisions.

### **Recommendation(s)**

Members of the Planning & Transportation Committee are asked to:

- note the report.

### **Main Report**

#### **Background**

1. The City of London Corporation's Transport Strategy sets the strategic direction for the ambition to achieve Vision Zero. This is supported by the Vision Zero Plan 2024-28 which sets out actions to for working towards Vision Zero in line with the Mayor of London's ambition and international best practice.
2. The Vision Zero Plan sets the framework for how the City Corporation, in partnership with the City of London Police, will seek to eradicate deaths and serious injuries and details an evidence-led programme of action. The programme is structured using the themes of:
  - Safe Streets – designing streets to reduce the risk of collision
  - Safe Speeds – encouraging speeds appropriate to the street context
  - Safe Vehicles – focusing on vehicles that pose the greatest risk
  - Safe Behaviours – improving the behaviour of street users
  - Post Collision Response – learning from serious collisions and improving care for victims of road trauma
3. There are eight headline actions set out in the Vision Zero Plan under the five themes (plus one additional overarching action). These represent new or

significantly expanded activity for the City Corporation, City Police and partners.

4. The Vision Zero Plan sets an interim target to reduce the number of people killed or seriously injured on the City streets to fewer than 20 by 2030, supporting the long-term ambition of achieving zero fatalities or serious injuries by 2040.
5. A key element in achieving Vision Zero is the Road Danger Reduction Partnership, which regularly brings together the City Corporation, City Police, Transport for London (TfL), London Fire Brigade and the London Ambulance Service to coordinate resources, expertise, and data. This collaboration strengthens efforts to address the root causes of collisions, promote safer behaviours, and ensure strategies are evidence-based and adaptable.
6. The City Corporation has a statutory duty to deliver improvements that prevent road traffic collisions. The 1988 Road Traffic Act, Section 39, puts a duty on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.
7. This report provides an update on the latest verified road casualty data, from 2024. It also includes progress on road danger reduction schemes, as well as education, events and campaigns for 2024/2025. The Vision Zero Delivery Plan for 2025/26 is summarised in Appendix 3 and a link to the Plan is provided in Background Papers.

### **Collision and casualty data**

8. Collision trends are analysed using three year rolling averages, to smooth out the impact of high or low untypical years. For the reasons given below, this report compares average data from 2010-14, 2017-19 and 2022-24. Annual data from 2017 is also presented.
9. The national classification of injury severity for road traffic collisions changed on 1 January 2017. This categorised more injury types as “serious” rather than “slight”. To allow comparison with historic data, TfL and the City Corporation applied a back-estimation factor to casualty figures for 2010 – 2014, to provide an estimated average baseline against which progress can be tracked. This exercise was not applied to data from 2015 and 2016, and these years are excluded from trend comparison.
10. A range of injuries are classified as serious, from deep cuts or lacerations to broken neck or back, see Appendix 1 for more details.
11. For 2020 and 2021 the changes in travel patterns during the pandemic resulted in lower collisions and casualties. These two years are not considered a typical period and are excluded from trend comparison.

### Overall injury trends

12. Injuries recorded for the three-year average periods, as described in paragraph 8 above, are listed in Table 1. The trends for the categories shown are considered in more detail below.

13. Overall we are seeing a reduction in injuries from collisions, down 40%, with some variation within each category.

<b>Injury Type</b>	<b>2010-14 average</b>	<b>2017-19 average</b>	<b>2022-24 average</b>	<b>% change 2010-14 – 2022-24</b>	<b>% change 2017-19 – 2022-24</b>
Fatal	2	1	<1		
All injuries	387	340	203	-48%	-40%
Serious	63	69	53	-16%	-23%
Slight	324	270	150	-54%	-45%
Walking/wheeling (All)	Not available	98	48		-51%
Walking/wheeling (Serious)	Not available	27	18		-36%
Cycling (All)	Not available	120	97		-20%
Cycling (Serious)	Not available	26	22		-15%
Motorcycles (All)	Not available	63	24		-61%
Motorcycles (Serious)	Not available	11	7		-36%

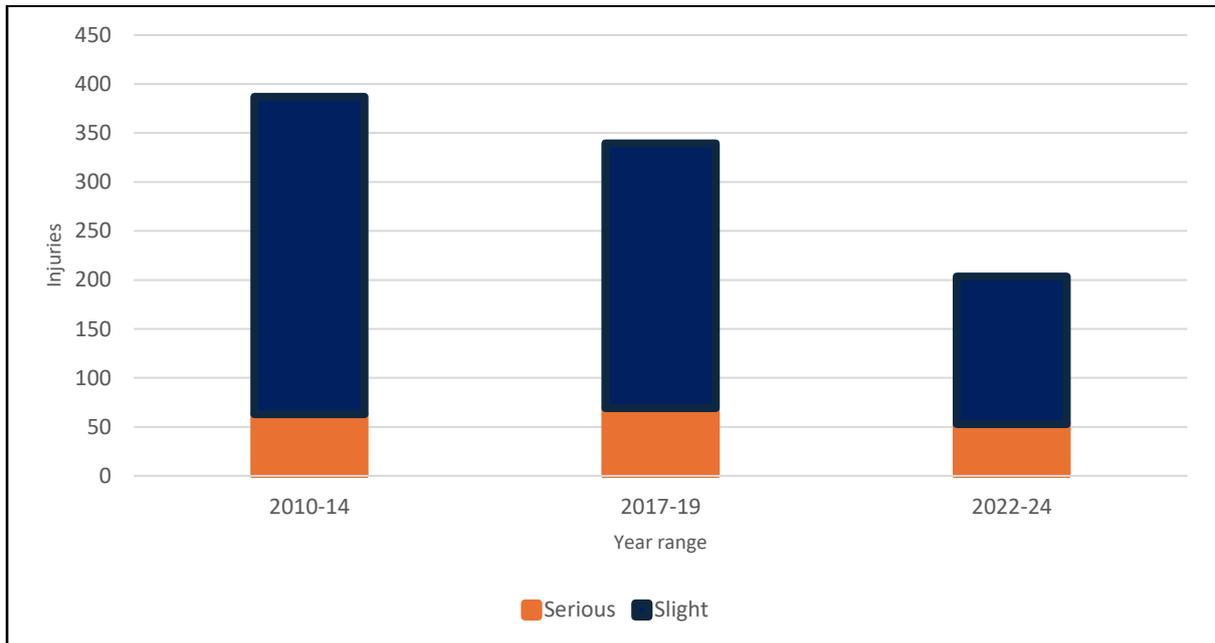
*Table 1: Long-term Trends Injury Type with three year averages.*

14. There has been a significant decrease in the total number of people injured in collisions between the monitoring periods of 2017-19 and 2022-24, falling from an average of 340 to an average of 203. This equates to a 40% reduction between the two periods, illustrated in figure 1.

15. By comparison, within the last three-year period of 2022-24, the number of people injured has remained consistent at around 200 per year, 209 in 2024. (Table 2 and Figure 2).

Injury Type	2022	2023	2024
Fatal	0	0	1
All injuries	203	198	209
Serious	59	42	57
Slight	144	156	151
Walking / wheeling (serious)	17	13	23
Walking / wheeling (slight)	21	28	30
Cycling (serious)	22	18	27
Cycling (slight)	71	73	81
Motorcycles (serious)	8	4	9
Motorcycles (slight)	18	17	17

*Table 2 Injuries by category of person injured 2022-24*



*Figure 1: Average number of people injured (serious and slight) in 2010-14, 2017-19 and 2022-24*

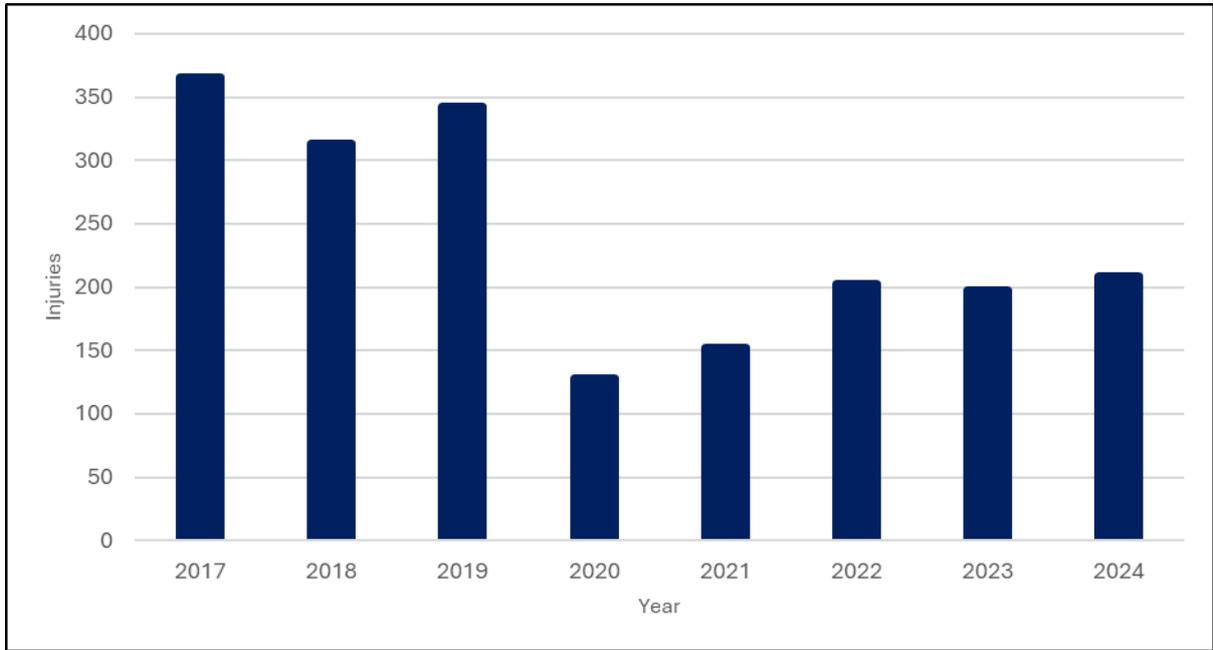


Figure 2: Total injuries (all severities) by year from 2017 to 2024

### Fatalities

16. The number of people killed in traffic collisions in the City remains thankfully low but in 2024 one person was regrettably killed in a vehicle collision in Catherine Wheel Alley, the first such death since 2021.

Year	Number of people killed
2010-14 (Average)	2
2017	2
2018	1
2019	1
2020	0
2021	1
2022	0
2023	0
2024	1

Table 3: People killed by year

### Serious injuries

17. Comparing the average number of people seriously injured in 2017-19 (69 people) and 2022-24 (53 people) shows a reduction of 23%.
18. In 2024 57 people were seriously injured while traveling on the City's streets. This compares with 42 in 2023 and 59 in 2022.
19. Figure 3 shows the year-by-year numbers for people killed or seriously injured, the interim target of fewer than 20 by 2030 is illustrated by the dashed line. While we are seeing a downward trend, this is not currently on track to reach the interim Vision Zero target of no more than 20 people seriously injured by 2030, indicating the challenge of reaching the ambition of Vision Zero when set against increasing cycling ridership and the significant return post-pandemic of people walking and wheeling on our streets.

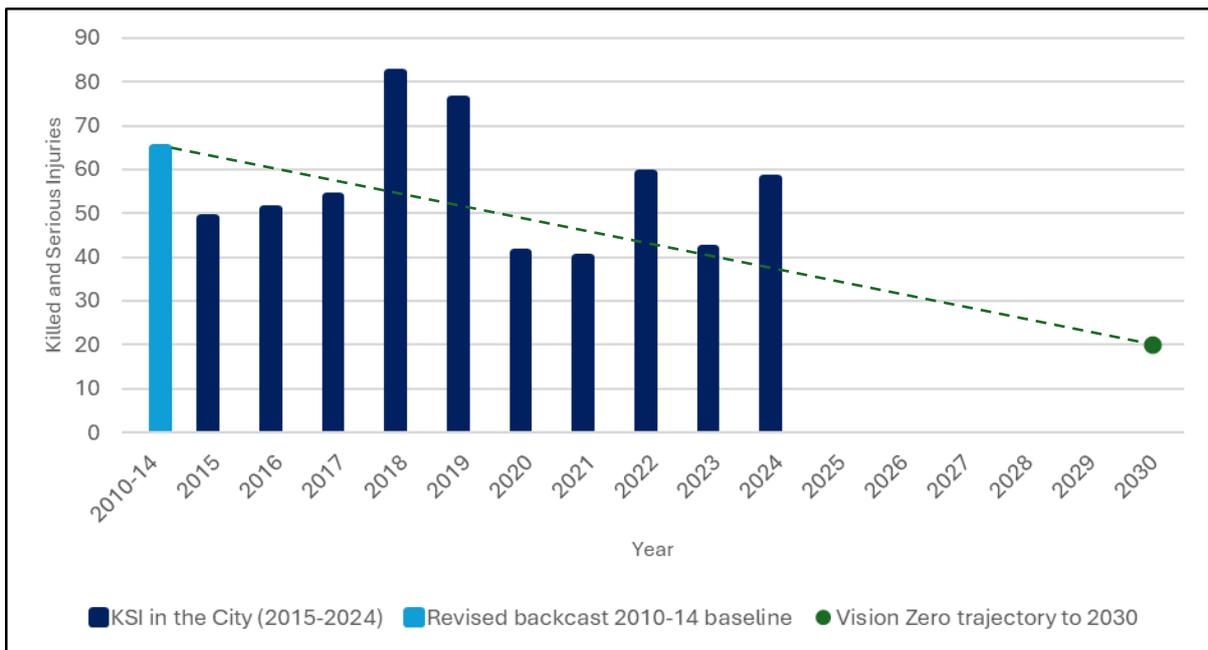


Figure 3: Fatal and serious personal injuries in the City of London

Slight injuries

20. Comparing the average number of people slightly injured in 2017-19 (270 people) and 2022-24 (150 people) shows a reduction of 44%.

21. In 2024 151 people were slightly injured while traveling on the City’s streets. This compares with 156 in 2023 and 144 in 2022 (figure 4).

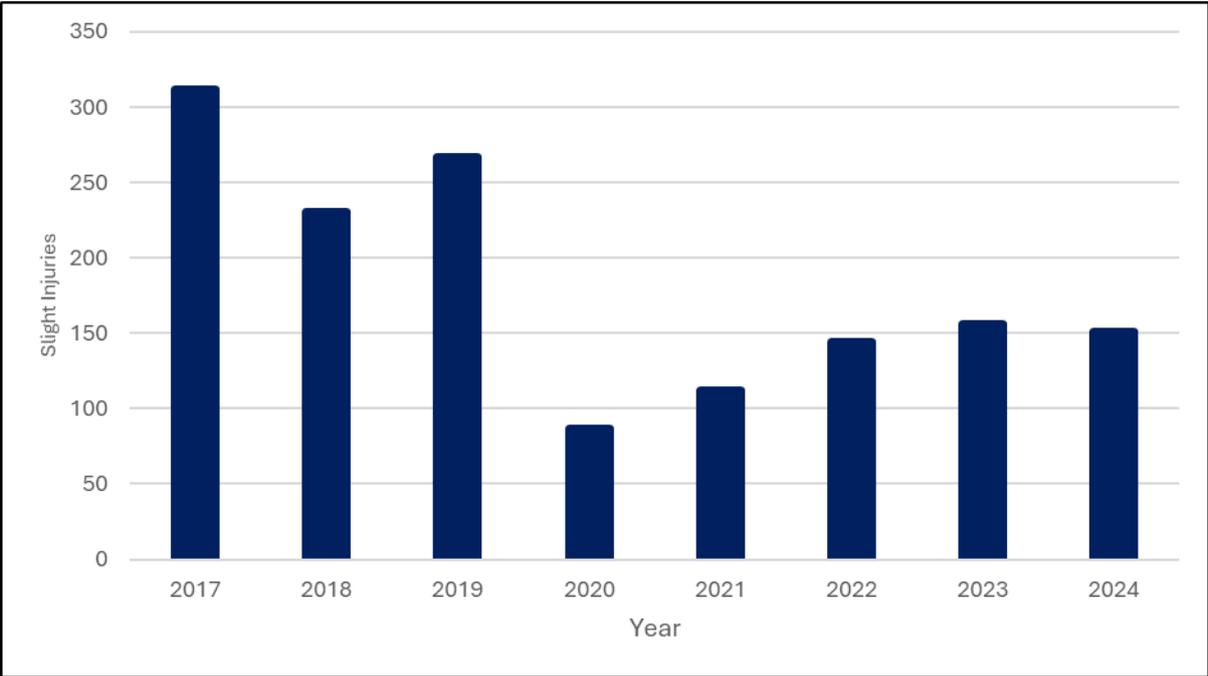


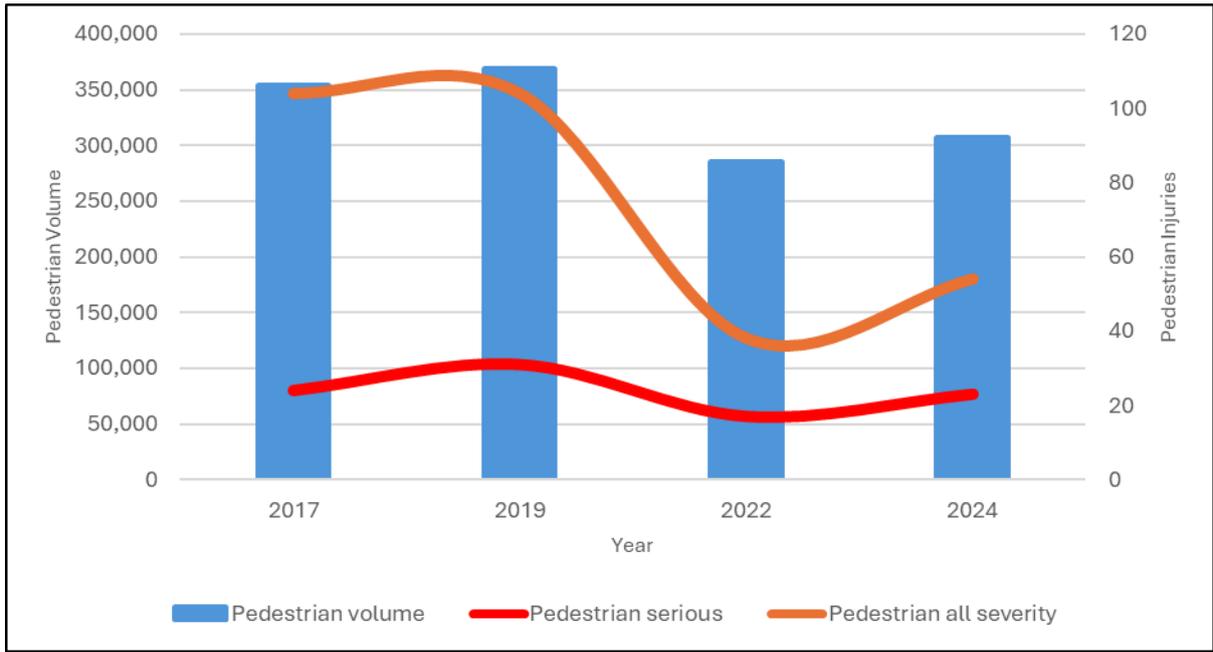
Figure 4: Slight injuries by year from 2017 to 2024

## Walking and wheeling injuries

22. On average, 48 people a year were injured while walking or wheeling in the City of London for the period 2022-24. This compares with 98 in 2017-19, a 51% decrease. People seriously injured while walking or wheeling dropped from an average of 27 in 2017-19 to 18 in 2022-24. In 2024 footfall in the City was approximately 17% below 2019 levels (figure 5).
23. Five of the six people killed in traffic collisions since 2017 were walking or on the pavement.
24. 23 people were seriously injured while walking and wheeling in 2024, this compares with 13 in 2023 and 17 in 2022.
25. This increase is in part due to higher numbers of people injured in collisions between people walking and cycling, which has increased from 5 and 6 in 2022 and 2023 to 12 in 2024. This is in the context of 57% growth in cycling between 2022 and 2024. As discussed below, we are working closely with the City of London Police to promote safer cycling and tackle dangerous and risky behaviour by people cycling.
26. 11 people were seriously injured while walking and wheeling in a collision with a motor vehicle in 2024, compared with 7 in 2023 and 11 in 2022.
27. Table 4 shows the number of people seriously injured while walking and wheeling each year from 2017 along with averages for 2017-19 and 2022-24.

<b>Year</b>	<b>Total</b>	<b>Motor vehicles</b>	<b>Pedal cycles</b>
2017	25	21	4
2018	27	19	8
2019	32	25	7
2017-19 average	28	22	6
2022	16	11	5
2023	13	7	6
2024	23	11	12
2022-24 average	18	10	8

*Table 4 People walking and wheeling seriously injured by injuring vehicle type*



*Figure 5: Walking injuries recorded as serious and all severity, trend shown against trend in numbers walking.*

## Cycling injuries

28. On average, 97 people a year were injured while cycling in the City of London for the period 2022-24. This compares with 120 in 2017-19, a 20% decrease. People seriously injured while cycling dropped from an average of 26 for 2017-2019 to 22 for 2022-24. In 2024 cycling volumes in the City were 57% above 2019 levels. TfL estimate there are approximately 22,000 cycle journeys a day that start or finish in the Square Mile (figure 6).

29. 27 people were seriously injured while cycling in 2024, this compares with 18 in 2023 and 22 in 2022.

30. 13 people were seriously injured while cycling in a collision with a motor vehicle in 2024, compared with 13 in 2023 and 15 in 2022. The remainder of collisions involved either two people cycling or were the result of a fall or crash involving no other vehicle.

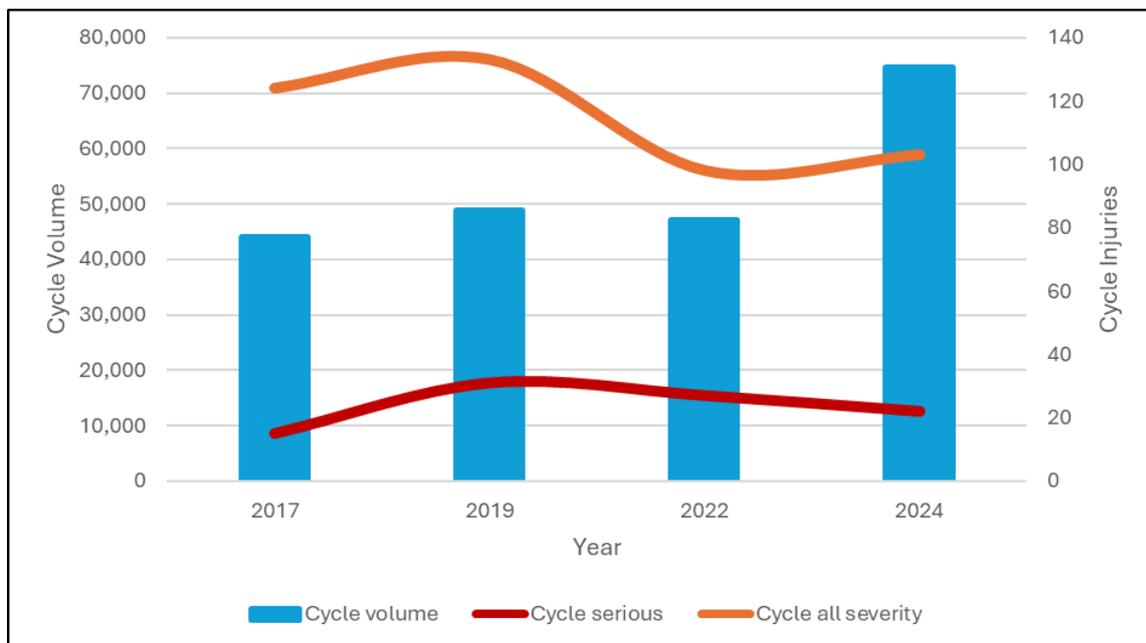
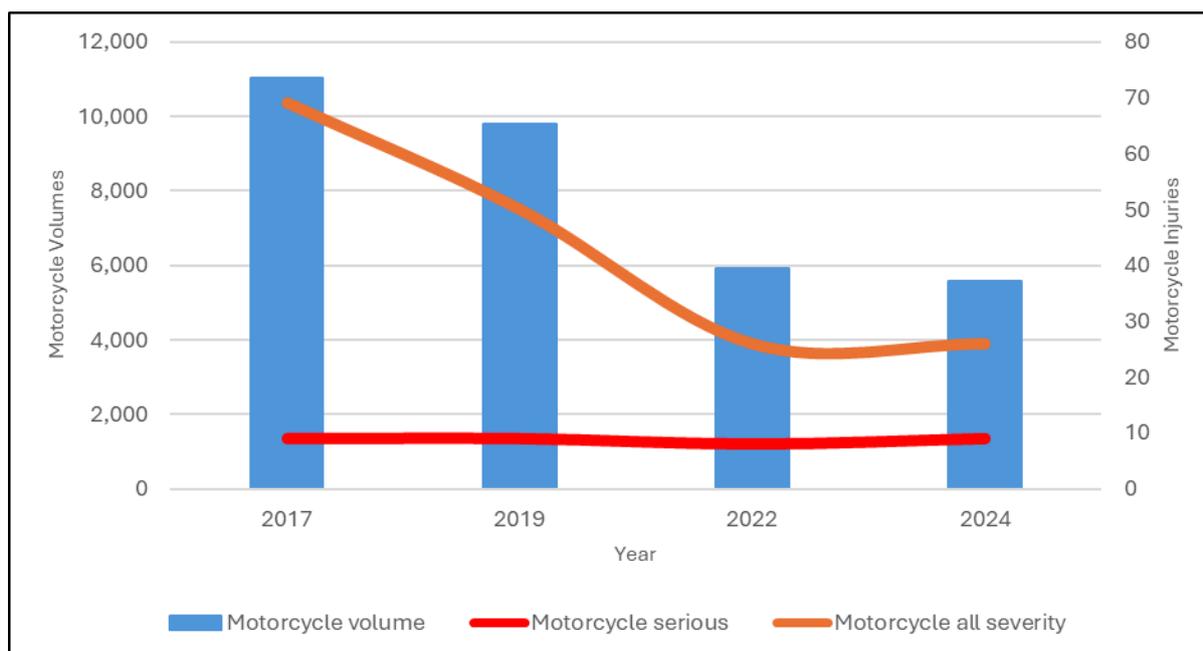


Figure 6: Cycle injuries recorded as serious and all severity, trend shown against trend in numbers cycling.

## Motorcycling injuries

31. On average, 24 people a year were injured while riding a motorcycle or moped in the City of London for the period 2022-24. This compares with 63 in 2017-19, a 61% decrease. People seriously injured while riding dropped from an average of 11 in 2017-19 to 7 in 2022-24. In 2024 motorcycle volumes in the City were approximately 65% below 2019 levels (figure 7).
32. 9 people were seriously injured while riding in 2024, this compares with 4 in 2023 and 8 in 2022.
33. One of the six people killed in traffic collisions since 2017 was riding a motorcycle.
34. In 2024 9 people riding were seriously injured in a collision with a motor vehicle, compared with 4 in 2023 and 8 in 2022. The remainder of collisions were the result of a fall or crash involving no other vehicle.



*Figure 7: Motorcycle rider injuries recorded as serious and all severity, trend shown against trend in numbers travelling by motorcycle.*

## Other vehicles injuries

35. The number of serious injuries of people travelling by bus, car, goods vehicles, private, taxis and private hire or other vehicles remain consistently low year-on-year, with between zero and four people seriously injured for each mode a year.
36. E-scooters are not currently classified separately and are recorded under the other vehicle categories. Collisions involving hired e-scooters are recorded separately by TfL as part of the monitoring of the e-scooter trial. Since the City Corporation joined the e-scooter trial in, July 2021, there have been two people seriously injured in collisions involving e-scooters, in both cases this was the rider of the scooter. For context, there were over 5,000 hired e-scooter trips in the City of London in May 2024, and over 9,000 in May 2025

## Injuries on the TfL Road Network

37. Of the six people killed since 2017, five were on TfL managed streets which reiterates the need to work in partnership with Transport for London to ensure the safety of all road users within the Square Mile.
38. For serious injuries, around 50% of collisions occur on the TfL Road Network (figures 8 and 9), which makes up approximately 10% of the Square Mile's street network and carries the highest volumes of vehicular traffic. There is a similar pattern for all injuries.
39. For TfL managed streets the average number of serious injuries has come down from 33 for the period 2017 – 2019 to 27 for the period 2022 to 2024. For the City streets the average has come down from 37 to 26 for the same three-year averages.

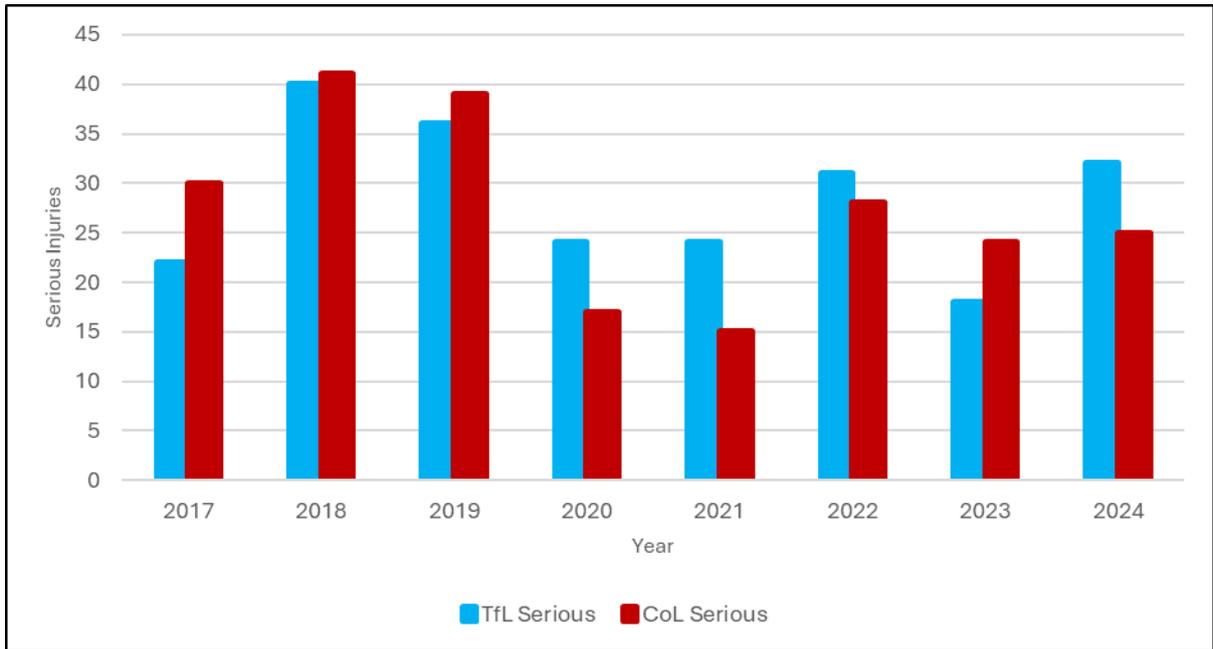


Figure 8: Serious injuries by Highway Authority from 2017 to 2024

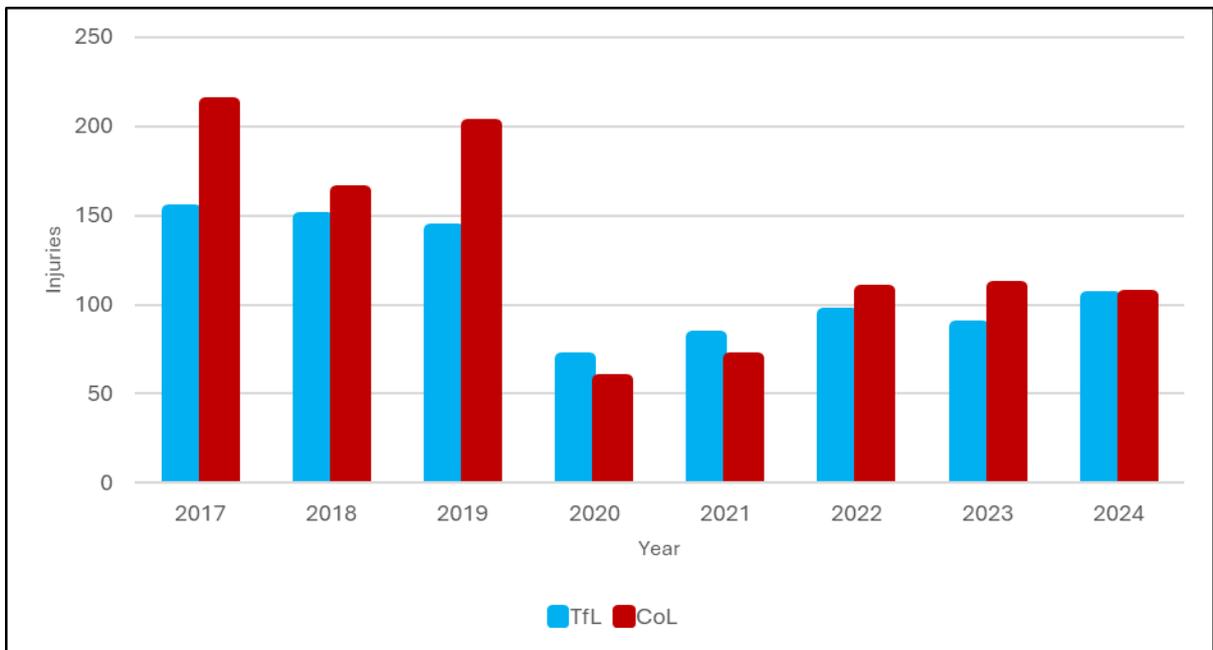


Figure 9: Total injuries (all severities) by Highway Authority from 2017 to 2024

## Road danger reduction activities 2024/25

40. This section summarises under each of the Safer Systems themes the activities and projects that are delivering the Vision Zero Plan.

### Safe Streets

41. In terms of interventions at major traffic junctions, the works to physically realign Bank Junction were completed in 2024, and we have commenced work on St Paul's gyratory which will significantly improve actual and perceived safety at this location.

42. In 2024 we commissioned feasibility work to develop concept designs for improvements to the five junctions where the highest number of injuries have been recorded. For each of these listed below design and recommendations will be brought back to the Streets & Walkways sub-committee.

- Fenchurch Street / Leadenhall Street
- Holborn Viaduct / Snow Hill
- Lime Street / Fenchurch Street
- Ludgate Hill / Old Bailey
- Newgate Street / Old Bailey

43. We are also liaising with TfL as they finalise proposals to improve Monument junction and develop plans for permanent improvements to Bishopsgate and Gracechurch Street.

44. In 2024/25, we delivered 25 raised tables. Raised tables bring the carriageway to pavement level at junctions and pedestrian crossings. This helps to reduce the speed of vehicles, lowering the risk and severity of collisions, and improve accessibility.

45. The project to deliver the Aldgate to Blackfriars cycleway is currently paused while awaiting new national guidance on bus stop bypasses. Parts of route are still being delivered as part of the Leadenhall improvements or have been delivered at Bank junction.

46. Recent and long-term reductions in motor vehicle traffic are also contributing to the reduced risk of collisions. Compared to 2022 our 2024 traffic counts showed:

- 5% decrease in motor vehicles
- 8% decrease in private motor vehicles
- 5% decrease in freight vehicles
- 57% increase in people cycling
- 8% increase in people walking and wheeling

## Safe Speeds

47. The City Police continue to undertake speed enforcement targeted at the locations identified as having the highest occurrence of speeding. Last year City Police issued 6,589 Notices of Intended Prosecution from (Safety Cameras) People captured speeding with safety cameras will be issued a notice, which they then may have the opportunity to respond to in a number of ways, including taking a speed awareness course, or receiving fines, and penalty points on their licence.
48. In addition to targeted action, we and the City Police support and amplify TfL and DfT speed awareness campaigns.

## Safe Vehicles

49. The City Corporation fleet of vehicles holds Gold accreditation under the Fleet Operator Recognition Scheme (FORS), demonstrating our commitment to top standards in fleet safety, environmental care, and efficiency. Maintaining this status requires strict reviews of vehicle upkeep, driver training and safety procedures, all aimed reducing the risk of collisions.
50. All suppliers and contractors using vehicles in our supply chain must have at least FORS Silver accreditation. This ensures high safety, efficiency, and environmental standards, and is a mandatory requirement for working with the City Corporation.
51. In 2024 we ran a successful pilot of telematics for the City's fleet, leading to full deployment across 110 vehicles. The system monitors acceleration and top speeds and provides feedback on driving style. As well as encouraging safer driving the pilot showed that the introduction of the telematics system is forecast to deliver £58,000 in net savings per annum based on the City's fleet composition through reductions in fuel consumption, accidental damage, vehicle downtime and end of lease contract damages, and has the benefit of saving over 116 tons of CO2 over three years. This has now been rolled out and in 2025 for the City Corporation's own fleet, all vehicles have been fitted with ISA.
52. TfL now have intelligent speed assistant systems (ISA) fitted on 60% of the bus fleet operating through London, which creates a positive speed calming effect on all vehicles moving through the street network.
53. Police enforcement on vehicle standards included for 2025,
- 2,378 Traffic Offence Reports (includes driver/rider distraction, red light contraventions, speeding and MOT certification)
  - 862 vehicle seizures for driving without insurance, or serious vehicle defects, such as tyres, brakes

## Safe Behaviours

54. The City of London Corporation is committed to maintaining the highest standards of road safety and professional competence among its drivers. To achieve this, all drivers undergo annual training that includes FORS E-learning modules, Van Smart, Cycle Safety, Smart Driving, and Pedestrian Safe courses. These programs ensure that our drivers are equipped with the knowledge and skills to operate vehicles responsibly, protect other road users, and contribute to safer streets across the city. The City of London Corporation also ensures all drivers take a safe urban course or a Van smart classroom course every five years.
55. Partnership working with the City Police is key to encouraging safe behaviours by all street users and particularly people driving and riding in the Square Mile.
56. Last year we supported five City Police Cycle Team - Safer Behaviours Events targeting rider behaviour and enforcing against illegal cycles and scooters. These events are also supported by Business Improvement Districts and TfL.
57. The events also include general awareness raising of road safety initiatives, such as the exchanging places demonstration held with our partners Speedy Services, FM Conway. This gives people the opportunity to experience the limited field of vision and blind spots faced by HGV drivers. Participants report increased awareness of safe positioning and a greater commitment to considerate, responsible behaviour - whether cycling or walking.
58. In addition to the 6 campaigns we run for general public, we held a very successful Road Safety Day at the Aldgate School in 2024, tailored to a children's perspective with the City Police and Speedy Services, which involved all the school's students, including those with special educational needs taking part in road safety education and an exchanging place demonstration.
59. The City Police Road Policing Unit continued efforts to educate road users and enforce safety laws, using an intelligence-led approach. In addition to the reference to speed enforcement above, traffic enforcement in 2024/25 resulted in:
  - 417 arrests (285 drink/drug related, 17 dangerous driving)
  - 2,378 Traffic Offence Reports (includes driver/rider distraction, red light contraventions, speeding and MOT certification)
  - 862 vehicle seizures for driving without insurance, or serious vehicle defects, such as tyres, brakes.
60. City Corporation and City Police continue to broaden their enforcement and engagement around dangerous and risky behaviour by people cycling, including red light jumping. The traffic offence notices are a combination of

fixed penalty notices and traffic notices that are warnings. The emphasis was on education last year (2024/25), with an aim to issue more fixed penalty notices in 2025/26. From April 2024 to March 2025, the City Police Cycle Team issued the following:

- 2,208 Traffic Offence Notices
- Seized 326 illegal electric cycles and e-scooters.
- 9,203 key messages regarding crime prevention, such as phone snatch advice, and road safety, primarily encouraging safe riding behaviours.

61. The City Police delivered 41 cycle safety and security roadshows at City businesses, which led to over 650 cycles being security-marked. This proactive approach plays a significant role in deterring cycle theft and enables police to check that cycles are well maintained and meet good safety standards.

62. In 2024/25 our cycle training programme provided 75 adults and 30 children with Bikeability training. We also trained 154 people to advanced level for cargo bike riding.

63. The City Corporation supported London Councils in preparing a joint response to the All Party Parliamentary Group for Cycling and Walking's E-Bike Safety Inquiry. This included addressing key concerns and promoting safe e-bike practices, including tackling the problem of illegal e-bikes being easy to buy or convert. Further work is underway with the City of London Police Cycle Team to engage with delivery riders and their employers to improve rider safety and riding practices.

64. Officers continue to engage TfL's Bus, Taxi & Private Hire teams through ongoing meetings to encourage them to strengthen safety requirements where possible, e.g. driver safety training.

#### Post Collision Response and Monitoring & Evaluation

65. The City Corporation and City Police have committed to working together on collision investigation practices to ensure that learnings from serious collisions can be gathered as quickly and efficiently as possible. Reactive onsite meetings are held where appropriate.

66. We are liaising with City Police to provide us with more detail on data collected at collisions, so that we can do more granular analysis to identify any patterns and inform future work.

#### **Current activities 2025/26**

67. We are continuing to work with the Road Danger Reduction Partnership to deliver the Vision Zero Plan (Appendix 3).

68. Details of schemes contributing to **Safer Streets** are included in more detail in the Transport Strategy Delivery Plan (see background documents).

69. Work on **Safer Vehicles** will continue through support of the FORS scheme and insisting on our contractors having FORS standard vehicles. The police will also continue to ensure driver and vehicle standards are met and legal through their regular road checks. The police will also continue to include regular speed enforcement.
70. The City Police have been involved in informing Parliamentary work on e-bikes and will work with the City Corporation on promoting legislative change in other areas such as fine levels for dangerous cycling and restrictions on e-bike modification kits.
71. Providing feedback 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.
72. Most of our campaigns cover work around **Safer Behaviours**. These are delivered jointly with the Road Danger Reduction Partnership. A list of the regular activities is in the 2025/26 plan in the Appendix 4. These include road safety campaigns and events, continuing to host educational activities, exchanging places programmes, and collaborative workshops with partners.
73. Through the TfL bus action plan (see Background papers), supporting the adequate safety training of drivers.
74. We continue to provide cycle training programmes for residents and workers.
75. We are supporting the City Police with campaigns and activity to promote safer cycling and improve rider behaviour, this includes:
- Road-side events targeting illegal behaviour such as ignoring red-lights, riding on pavements, not stopping at zebra crossings.
  - Better data and analysis –The City Police are now working on a new reporting and recording system specifically for cycling-related offences This will give a clearer indication of volumes and hotspot locations for targeted interventions and allow for tracking of repeat offenders.
  - Higher penalties for repeat offending – Linked to the above, the City Police are also exploring scope to use Community Protection Warnings and Notices (CPW, CPN) for repeat cycling offenders.
  - More partnership working and external engagement, including with dockless bike operators and food delivery companies (Deliveroo, JustEat, UberEats), and liaising with TfL and neighbouring boroughs. Lime and Forest are promoting safer behaviour by people cycling through their “Respect the Red” (Lime) and ‘Common Sense Club’ (Forest) campaigns.

76. Supporting TfL's recently launched Highway Code campaign highlighting five key Highway Code rules which exist to keep people walking, wheeling, cycling and motorcycling safe. The campaign reminds people driving and riding that:

- You must stop for people on zebra crossings
- Always let people cross before you turn
- Always let cyclists pass before you turn
- Always stop for people at zebra crossings on cycle tracks
- Cyclists must always stop at red lights

### **Corporate & Strategic Implications**

#### Strategic implications

77. The Vision Zero Plan and associated work by the City of London Police supports delivery of the Corporate Plan's Vibrant Thriving Destination and in particular ensuring the Square Mile is a safe and welcoming place for everyone.

#### Financial implications/Resource implications

78. None.

#### Legal implications

79. The City Corporation has a statutory duty to deliver improvements that prevent road traffic collisions. The 1988 Road Traffic Act, Section 39, puts a duty on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.

#### Risk implications

80. The Vision Zero Plan directly addresses departmental risk ENV-CO-TR 001 – Road Safety, ensuring that proactive measures are taken to mitigate risks and enhance safety for all road users across the City.

#### Equalities implications

81. A Test of Relevance for an Equalities Impact Assessment (EqIA) has been completed for the Vision Zero Plan. It concluded that there were no negative impacts on people with protected characteristics, and that the impacts of the Vision Zero plan and its actions were positive. Climate implications

82. Some Vision Zero Plan actions support the City Corporation's Climate Action Strategy by encouraging safer speeds and encouraging walking, wheeling and cycling.

#### Security implications

83. None

## Conclusion

84. In summary, the City Corporation's Vision Zero Plan fulfils its statutory responsibilities under the 1988 Road Traffic Act by implementing comprehensive strategies to reduce and prevent road traffic collisions. The Plan not only addresses key departmental risks related to road safety but also ensures that all residents and visitors, especially those from vulnerable groups, benefit from safer and more accessible streets.

85. There has been a significant reduction in overall injuries. But the number of people seriously injured remains around 50 per annum and there have been two deaths in the last five years. This means that we are not currently on trajectory to meet our interim Vision Zero targets. However, this is within the context of increasing footfall post-pandemic and growing number of people cycling. Suggesting an overall reduction in the risk of people being injured in road traffic collisions.

86. We will continue to work with our partners to the actions set out in the Vision Zero Action Plan, encouraging safer behaviours whilst delivering physical changes to our streets.

## Appendices

- Appendix 1: Injury Severity Table - by Department for Transport
- Appendix 2: Collision Data 2024 (figures).
- Appendix 3: Delivering the Vision Zero Plan – Eight Key Action
- Appendix 4: Vision Zero Delivery Plan 2025/2026

## Background Papers

- City of London Climate Action Strategy (2020). Available at: <https://www.cityoflondon.gov.uk/assets/Services-Environment/climate-action-strategy-2020-2027-20-10-20.pdf>
- City of London Transport Strategy 2024 Second Edition. Available at: <https://www.cityoflondon.gov.uk/assets/Services-Environment/transport-strategy-second-edition-2024.pdf>
- City of London Transport Strategy Delivery Plan (2025). Available at: <https://www.cityoflondon.gov.uk/assets/Services-Environment/Transport-Strategy-2025-Delivery-Plan.pdf>
- City of London Vision Zero Plan 2024 – 2028. Available at: <https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-corporation-vision-zero-plan.pdf>
- Transport for London (2018) *Vision Zero Action Plan*. Available at: <https://content.tfl.gov.uk/vision-zero-action-plan.pdf>
- Transport for London (2022) Bus Action plan. Available at: <https://content.tfl.gov.uk/bus-action-plan.pdf>

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