

# Vision Zero action plan 2

Taking forward the Mayor's Transport Strategy

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# Mayor's foreword

Vision Zero is the shared ambition to eliminate deaths and serious injuries on London's roads and public transport network

Every serious injury or life lost on our roads is one too many. Behind every statistic and every headline is a person – someone with a family, a future and a life that matters. And when a life is tragically cut short by a road collision, that future is destroyed and those families, friends and communities are left to carry the unbearable weight of grief.

That's why I launched London's first ever Vision Zero action plan in 2018. My ambition is simple: by 2041, no one will be killed or seriously injured on London's roads. Since then, we have made good progress towards this goal. We have made hundreds of roads safer with massive investment – by upgrading junctions and crossings, greatly expanding our cycle network, reducing speed limits across London, and introducing world-leading safety measures such as the Direct Vision Standard. Independent analysis has shown that London's roads are now safer than in many comparable cities, both nationally and internationally, including Manchester, New York and Paris.

This progress isn't abstract – it's real lives and futures protected. Parents, partners and friends have already been spared unimaginable heartbreak because of the measures we have put in place to protect our communities. Our progress shows that

meaningful change isn't only possible, it's under way. But we can't be complacent. We know there's much more to do. And we will not stop until every death and every serious injury is prevented.

London's roads have changed dramatically in recent years. We now have more delivery traffic, rising numbers of large vehicles and SUVs, an explosion in the use of e-bikes, and the emergence of autonomous vehicles. These shifts have brought their fair share of challenges and we must adapt, innovate and act together to keep Londoners safe.

In response to these changes, we're stepping up our commitment to Vision Zero. Over the next five years, we will continue to invest at least £150m a year to make London's roads safer, through projects targeting roads with the greatest risk. We'll deliver 1,000 new zebra and signal-controlled pedestrian crossings; continue to lower speeds; address the risk posed by larger vehicles; begin trials of innovative roadside enforcement technologies designed to detect and deter offenders. We will also improve bus safety, introducing new vehicles and retrofitting older ones to achieve 100 per cent Intelligent Speed Assistance coverage across our capital's bus fleet by 2031.

'Our progress since 2018 shows that meaningful change isn't only possible, it's under way. But we can't be complacent'



This plan is the product of collaboration across Transport for London, London's local authorities, the Metropolitan Police Service, national government, industry and our communities. It's also a shared responsibility. Every organisation and every Londoner has a part to play in reducing danger on our roads. And I'm confident that together, we can build a safer, fairer and healthier city for everyone.

A handwritten signature in black ink, appearing to read 'Sadiq Khan'.

**Sir Sadiq Khan**  
Mayor of London

# Joint foreword

Our updated plan is evidence-based, action-focused and designed to deliver safer streets for Londoners

Every year in London we are making further progress in reducing road danger on our streets. Yet every loss is one too many. Vision Zero remains our unwavering commitment, to eliminate all deaths and serious injuries from London's transport network by 2041. Together, we – the Mayor of London, Transport for London (TfL) and the Metropolitan Police Service (MPS) – are launching this updated Vision Zero action plan to strengthen our efforts and deepen our collaboration for the benefit and safety of all Londoners.

Since the first plan was published in 2018, London has achieved critical milestones. We now have widespread 20 mph limits, safer junctions and world-leading vehicle safety standards, including the Direct Vision Standard for heavy goods vehicles (HGVs) and the Bus Safety Standard. Fatal and serious casualties fell to the lowest levels outside the pandemic-affected years in 2024. But progress isn't guaranteed. New pressures such as increased delivery traffic, the surge of SUVs, and the introduction of new technologies such as e-bikes and autonomous vehicles require fresh attention.

London's 32 boroughs and the City of London Corporation are the vital interface between policy and street-level action that directly impacts our communities. With responsibility for 95 per cent of London's streets, many of London's boroughs have led the way in creating spaces that reduce road danger and improve air quality.

Effective enforcement is essential if we are to achieve Vision Zero. The MPS have created a new, fully funded road danger reduction team to undertake proactive enforcement activity and support Vision Zero ambitions, continuing to deter the most dangerous drivers through targeted, intelligence-led operations and high-visibility patrols. The collective work of the police, TfL and London's boroughs underpins safer behaviour and the deterrence that saves lives.

The Safe System approach remains our guiding framework. We will continue to reduce speeds where people walk, wheel and cycle, redesign streets to reduce conflict and collisions, mandate safety in vehicles, and foster new road-risk cultures. We will learn quickly from the collisions we are aware of and engage with communities to help improve safety.

'We have achieved critical milestones but new pressures bring fresh challenges'

This updated plan acknowledges that a step-change in how we tackle road danger in London is needed. It is evidence-based, action-focused and designed for delivery, with clear milestones on speed limits, enforcement, safer vehicles and addressing inequalities.

We dedicate this plan to Londoners – everyone using our streets should feel safe whether they are walking, wheeling, cycling, riding, driving or using public transport. Our shared commitment is every borough, every street, every journey free of danger.



**Andy Lord**  
Commissioner of Transport for London



**Sir Mark Rowley**  
Commissioner of the  
Metropolitan Police Service

# Victims' foreword

Our determination to deliver Vision Zero is driven by the memory of the lives lost to preventable road dangers

## 'I no longer feel safe where I live'



**Abi Toghill's fiancé Mithun was killed by a car while crossing the road**

I want to start by telling you about the most important person to me, his family and in this case study, Mithun. Mithun [pictured above with Abi] was an unusually kind and gentle person. He made everybody feel important. He was funny, smart, adventurous, a doting son, a supportive brother, a loyal friend and an incredible fiancé. Mithun loved his motorbike, drumming, travelling and the pub. We were planning our wedding, working on our new home and excited for our future together.

On the way out to a gig, Mithun and I kissed goodbye and said I love you. In the early hours of 12 May, I woke up and opened the door to police officers, about to hear the most earth-shattering words. The love of my life, the man I was to marry and my best friend was killed. Crossing the traffic lights on his way home, Mithun was hit by a car. Just like that, my whole world was destroyed. Mithun was a two-minute walk from our front door. Now, every day I struggle. My PTSD [post-traumatic stress disorder] has left me unable to work, the sound of engines paralyses me. I struggle to see anybody because the only person I want to speak to was stolen.

I no longer feel safe where I live. The ripple effect on all of us left is devastating and forever life-changing. Mithun didn't deserve for his life to be cut short in this way. My whole world is different, I am left in limbo of what my life was meant to be and what it now has to be without him.

## 'The impact on our family has been devastating'



**Mandy Garner's 20-year-old daughter Anisha was killed by a dangerous driver**

On 19 February 2020, my 20-year-old daughter Anisha [pictured above] was crossing the road in Brixton when a car came down the hill at great speed. It was driving on both sides of the road, through two red lights and hit her, killing her instantly. The driver didn't stop. He turned himself in 48 hours later, evading a drug and alcohol test. He had earlier been flagged by police to slow down as he was driving dangerously, but when a gap opened in the traffic, he sped off. The impact on our family has been devastating.

The coronavirus lockdown was a week after the funeral. My other children were forced to home-school while grieving. Two were studying for GCSEs and A-levels. They have all required counselling. I try to pull myself back from the edge of the crater every day and it is worse seeing the impact on my children and not being able to help them. Anisha had a lot of friends and they have also been badly impacted – in particular, her boyfriend and his friend who witnessed her death.

My mum suffered arrhythmia due to the shock and will be on medication for the rest of her life. My dad died 10 days after Anisha. His last words to me were that this was the worst thing that had happened to the family. I have set up a charity to train mental health peers at schools – Talk2Nish – in Anisha's name to remember her and to give the family a more positive focus.

## 'Our lives changed forever that night'



**Tesse Akpeki's brother Tony was killed by a driver under the influence of drugs**

Tony [pictured above with Tesse] was the life and joy of our family. He bounced through difficulties, running towards danger, bringing smiles to the faces of everyone he met. In December 2020, when things were so bleak, he was still radiating love, warmth and kindness. Moments before he left the care home where he picked up coronavirus tests, he told staff: 'You're all doing a brilliant job. I'm very proud of you all. I hope you stay safe and have a great Christmas.' These were the last words he would ever speak. He was extremely proud to serve in London's Metropolitan Police Service as a special constable for eight years. As a civil servant of 18 years, he was the glue in all the teams he was part of, becoming a union representative as a way to channel his support to workers.

As he carried the test samples towards his van, he was struck at 45mph, on a road where 30mph was the speed limit, by a driver under the influence of cannabis. She failed to stop. His body went over the wall, landing in a skip in the care home, where the care home workers who he had just wished happy Christmas found him.

Our lives changed forever that night. A bright light was extinguished. I am so gifted to have him as a brother, friend, business partner and mentor. His untimely death left a big hole in our lives. He is forever missed.

# Executive summary

Our new action plan renews and updates our commitment to no one being killed or seriously injured on London's roads by 2041

The Mayor and our delivery partnership – comprising TfL, London's local authorities and the Metropolitan Police Service – remain unwavering in our commitment to Vision Zero and the goal to eliminate death and serious injury on London's roads by 2041.

We know from the testimony of those impacted that every death and serious injury is a profound tragedy, leaving lives shattered and families changed forever. Road danger is not inevitable; it is preventable. Everyone should be able to move around London safely and live their daily lives free from the risk of harm. Each life lost is one too many, and each story of trauma reinforces our determination. Together, we will change this – because a safer London for all is both possible and essential.

## Our progress so far

London has already made progress in reducing road danger, and these achievements are giving us the momentum to go even further.

In 2024, 24 per cent fewer people were killed or seriously injured on our roads than during the period 2010-14 (our baseline monitoring period). This equates to over 1,000 fewer people harmed in 2024. That is the lowest number of serious casualties ever recorded in London, outside the pandemic period. Road collision fatalities also continue to fall. Since 2015, we calculate that in aggregate, this amounts to over 250 fewer lives lost than would have been expected had we not collectively taken action.

We must never forget that these are not just numbers – there are over 250 people still living that might otherwise have been killed, 250 families spared a bereavement and 250 communities that have avoided the trauma of a sudden, violent and unnecessary death in their midst.



## Over 250

lives saved through road safety improvements in London in the decade since 2015



Our plan will make London safer for all road users

We are proud of this achievement – especially in the face of significant challenges such as population growth, cars getting bigger and heavier, and new transport modes such as e-scooters.

The evidence is clear: despite these challenges, what we are doing works. London is reducing road danger faster than the national average, particularly when it comes to preventing deaths on our roads. London is also performing strongly compared with similar cities worldwide. In terms of people killed on our roads, inner London's performance is comparable to cities such as Oslo and Zurich, and ahead of major global cities including Paris and New York.

Nevertheless, this progress is not enough and significant work remains. Achieving further reductions in road danger will require sustained, coordinated action from all of us as delivery partners and a continued focus on evidence-based interventions. National Government, vehicle manufacturers, delivery companies and London's road users also have a vital role to play in reducing risk on the roads.

## Our evidence-based plan

We have undertaken a comprehensive and detailed analysis of road danger in London and the actions required to prevent further harm on London's roads. This plan is grounded in a thorough assessment of London's road safety challenges, examining the what, who, where, when and why of road traffic casualties. We have reviewed the effectiveness of interventions, benchmarked London's performance against comparable cities, and drawn on relevant academic research to understand which approaches deliver the greatest impact.

Based on this evidence, the plan sets out the measures needed to reduce road danger and the areas where we will concentrate our efforts, prioritising interventions with the highest potential to reduce harm. Our key areas of focus include:



### Safe speed

Speeding is one of the most preventable contributors to road danger in London. Evidence shows that exceeding the speed limit or travelling too fast for the conditions is a causal factor in around half of all fatal collisions. The relationship between speed and harm is clear: when vehicles travel at safer speeds, collisions

are less frequent; and when they do occur, the consequences are far less severe. This makes tackling speed – through safe speed limits, targeted action on high risk roads, and effective and innovative compliance measures – one of the most effective and evidence-based ways to save lives and prevent injury on our roads.

We are taking a comprehensive approach to reducing speed related harm across London by continuing to set and enforce safe speed limits across the city. Evidence shows that 20mph limits save lives: borough-led 20mph schemes have resulted in 40 per cent fewer deaths and 34 per cent fewer people killed or seriously injured.

Through this plan, we will therefore encourage the roll out of 20mph limits across borough roads and deliver safe speed limits on the TfL Road Network.

Speed limits alone are not enough. Driver compliance plays a critical role in preventing harm and must be supported through a combination of approaches, including improved education and awareness, increased enforcement, traffic calming measures, and an enhanced camera network. Through this plan, we will expand the use of mobile speed cameras, upgrade our fixed safety camera infrastructure, and explore new ways to deter speeding. Together, these measures will help create a culture in which driving at safe speeds is the norm, reducing the risk of serious harm on London's roads.



### Safe streets

The evidence on who is harmed, who is involved, and when and where collisions occur shows a consistent pattern: people walking, cycling and motorcycling are most often harmed in collisions involving motor vehicles.

Around 80 per cent of people killed or seriously injured on London's roads are walking, cycling or motorcycling. The more traffic mixes with people – particularly at busy junctions, busy places and at busy times – the greater the danger. Action to redesign our streets, reduce motor traffic dominance and to separate people from motor traffic is essential to making London's streets safer.

Evidence from London borough and TfL schemes, and comparable international cities consistently shows that reducing motor traffic lowers casualties, and that separating people from vehicles leads to safer, healthier and more welcoming streets. In London, Low Traffic Neighbourhoods have reduced serious injuries by more than one third, with no displacement to surrounding roads.



We will deliver more School Streets across London

Protected cycle lanes reduce injury risk by up to 65 per cent, and School Streets reduce traffic volumes and conflicts around school entrances. Borough schemes such as high street case studies from Waltham Forest, Hackney and in the City of London demonstrate that where traffic is removed or reduced and streets are redesigned to provide greater separation between people and vehicles, casualty numbers fall, walking and cycling levels rise, bus reliability improves and local high streets become more vibrant and economically successful.

Our analysis and evidence have been central to shaping our priorities and determining how we will target investment up to 2030. We will allocate at least £150m each year to measures that create safer streets. Our evidence-led approach ensures that resources are directed to the interventions that deliver the greatest safety benefits and support the most effective reduction of road danger across London.

Recognising that collisions are widely dispersed, we are prioritising schemes that deliver a collision benefit over a wide area. Our aim is to make our streets safer by creating protected spaces for people walking and cycling, such as School Streets and 'evening' streets, reducing traffic around hospitals, and retiming freight so that heavy vehicles operate when fewer people are walking and cycling.

Major projects like the consultation on the transformation of Oxford Street can further support this shift and help create safer, more welcoming places across the city. We are committing to safe cycling by almost doubling the reach of our



**£150m**

will be allocated each year up to 2030 to schemes to create safer streets

**1,000**

new or improved road crossings to be delivered by 2030



cycleways, the strategic cycle network, so that over half of Londoners live close to a high-quality route.

We are also introducing a stronger focus on high streets, where large numbers of people walking and cycling are exposed to high volumes of motor traffic. In addition, we are strengthening our approach at side streets, which are often areas of elevated risk. We will draw on UK and international best practice to reduce danger in these locations, including piloting zebra markings to improve driver compliance and reinforce pedestrian priority.

To make walking safer and easier across the capital, we will deliver 1,000 new road crossings. We will also manage kerbside space more effectively. This includes parking, loading and cycle parking arrangements. These changes will support safer, more sustainable travel and reinforce the shift towards active and public transport.



### Safe vehicles

Most people who are killed and seriously injured on London’s roads are harmed in collisions involving motor vehicles. Cars – and, to a lesser extent, light goods vehicles (LGVs) – feature in the greatest number of incidents because they dominate traffic. Motorcycles and heavy goods vehicles (HGVs) cause disproportionately severe harm relative to their share of journeys.

The cars on our streets are getting larger, heavier and wider. Oversized models, such as large SUVs, make it harder for drivers to see people walking and cycling nearby. These design features significantly increase the severity of collisions – including the risk of death – particularly for children, who are more easily hidden from a driver’s view. Those under nine are at the greatest risk.

In Great Britain, SUVs are 14 per cent more likely to kill people walking and cycling than other passenger cars, 77 per cent more likely to kill children up to 18, and 209 per cent more likely to kill children under nine. As vehicles keep getting bigger, the danger to people outside them, particularly young children, continues to increase.

London’s experience shows that clear, targeted interventions can save lives. The Direct Vision Standard has cut deaths and serious injuries involving HGVs by improving driver visibility and requiring essential safety equipment. The Bus Safety Standard has introduced world leading measures such as Intelligent Speed Assistance and

safer front end design. Regulation of rental e-scooters has kept serious injuries far lower than those associated with unregulated private e-scooters.

Building on this evidence, we will use this plan to take decisive action to improve vehicle safety. We will work closely with national government, who control many of the most significant levers, such as the adoption of new measures in the Great Britain type approval scheme and the safe introduction of autonomous vehicles. Vision Zero will remain our guiding principle throughout.

Alongside this, we will act locally to reduce risk from the vehicles that cause the greatest harm, and to harness the benefits of new technologies. This includes further developing a robust evidence base on the risk posed by oversized cars and using our powers to address their safety, congestion and environmental impacts; exploring ways to improve the safety of vans and light goods vehicles; and delivering Phase 2 of the Bus Safety Standard to ensure new buses entering service from 2027 continue to lead the world in safety.



### Safe driving and riding for work

A large proportion of journeys on London’s roads are work-related, and this share is likely to increase as reliance on private cars reduces. New analysis shows that just under half of all people killed or seriously injured on London’s roads are harmed

in collisions involving a working driver or rider. Evidence indicates that strong health and safety management can reduce this risk, and that adopting best practice standards leads to fewer collisions. We are therefore establishing a new focus on tackling work-related road risk – building the evidence base, raising standards across industry and supporting the government in strengthening national approaches to this issue. This will include dedicated work on vans, delivery riders in the gig economy, and addressing the growing use of bikes and e-bikes for work on London’s roads.

### Delivering the plan

We recognise the profound and lasting impact of road collisions, and this plan commits to delivering comprehensive, ongoing support for victims and their families.

We will continue to report against our collective progress in reducing death and injury on London’s roads: this is why we are retaining the target of a 70 per cent reduction in the number of people killed and seriously injured by 2030 compared to the 2010-14 baseline, and our overarching ambition of zero by 2041. In addition to these existing targets, this plan sets a new and ambitious interim target: a 65 per cent reduction in people killed or seriously injured by 2035, measured against an updated 2022-24 baseline. This new target aligns with national government’s new National Road Safety Strategy (January 2026), which – for the first time in over a decade – sets a national target for reducing road danger. It also ensures we are comparing progress against more recent

**‘In addition to existing targets, this plan sets a new and ambitious target: a 65 per cent reduction in people killed or seriously injured on our roads by 2035 against a new 2022-24 baseline’**

trends, shown in the new 2022-24 baseline. We welcome this commitment and see it as a valuable opportunity for alignment, enabling us to work in partnership to deliver our shared ambitions.

Vision Zero is at the heart of our transport vision for London – to create a city where all can travel in safety. Achieving this requires strong collaboration between, and commitment at all levels from, TfL, the London boroughs and the Metropolitan Police Service. This partnership is supported by robust governance arrangements, which have been strengthened through this plan to enhance accountability and transparency. Together, we remain committed to eliminating death and serious injury from London’s roads and the profound harm these collisions cause.

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# 01

## Introduction to Vision Zero

Our plan to eliminate deaths and serious injuries  
on London's roads and public transport network

# Our ambitious plan for a safer London

We are building on the success of our first Vision Zero action plan with new objectives based on the latest evidence

The Vision Zero ambition for London is for no one to be killed or seriously injured on London's transport network by 2041. This aspiration applies to people travelling by all modes of transport, our customers and our staff across the whole of London. This ambition is set out in the [Mayor's Transport Strategy](#).

This plan is jointly owned and delivered by Transport for London (TfL), the Metropolitan Police Service (MPS), and London's local authorities, who are highways authorities for 95 per cent of the road network in London. There are actions for all of us, and this is a collective commitment.

Our Vision Zero strategy for London's roads was set out in the first Vision Zero action plan (published in 2018). This works alongside other TfL plans – see References, page 88.

Road traffic collisions have catastrophic impacts on victims and their friends and family. You can watch (on our YouTube channel) [stories from people affected by road collisions](#): the victims, the families left behind and the drivers involved. Their accounts remind us of the ongoing real-life impacts of collisions, and how important it is to achieve our Vision Zero ambition.

'The real-life accounts of victims, families and drivers remind us how important it is to achieve our Vision Zero ambition'



We all have a part to play in achieving our Vision Zero ambition

## Continuing our Vision Zero action plan

This action plan builds on the foundations laid by our first Vision Zero action plan (2018) and its subsequent progress report, published in 2021. Since the launch of Vision Zero, we have made important strides in reducing road danger and improving safety across London's road network. These earlier plans helped establish a clear direction, set ambitious targets, and introduced a range of interventions that have saved lives and prevented serious injuries.

Our new action plan continues this journey, reaffirming our commitment to eliminating death and serious injury from London's roads by 2041. It highlights what we have learned so far and responds to the evolving challenges and opportunities across the network.

By building on the progress we have made and focusing on what is most effective, this plan sets out the next phase of our journey toward a safer, more inclusive transport system for London. It also recognises the emerging risks that could impact delivery. These risks will be actively managed through targeted interventions, stronger partnerships and continuous monitoring.

## Tackling road danger: the first step in a positive cycle

Vision Zero is more than a safety initiative, it is central to the Mayor's ambition for a healthier, greener and more inclusive London.

Cars are the single greatest source of harm on London's roads – over 60 per cent of people killed or seriously injured are involved in a collision with a car.<sup>1</sup> Concerns about the dangers of motor traffic are also a barrier to walking and cycling.<sup>2</sup> Reducing private car use is therefore one of the most effective ways to cut road danger and, in turn, support a shift to more active travel. Reducing road danger is integral to triggering a virtuous cycle: safer streets encourage more people to walk, cycle and use public transport, which further reduces car dependency and overall risk. This shift brings wider benefits, including improved public health, better air quality, lower carbon emissions, reduced noise and stronger community connections through less severance caused by busy roads.

By making active and sustainable travel the easiest and most appealing choice, Vision Zero helps address long-standing challenges such as congestion, pollution and inequality. Physical activity also helps to prevent and manage over 20 chronic conditions and diseases, including some cancers, heart disease, type 2 diabetes and depression.<sup>3</sup> It's about transforming London into a safer, fairer and more liveable city for everyone.

You can watch (on our YouTube channel) [views from Londoners on schemes to reduce road danger](#) to hear how they have been received by those who use them.

## The wider benefits of Vision Zero

Mode shift away from private vehicles

Reduced dominance of motor traffic



Improved air quality

Vision Zero

Zero carbon

Active travel

1 [TfL Road danger reduction dashboard](#)

2 [National Travel Attitudes Survey: Wave I and Wave 5](#)

3 [Physical activity: applying ALL Our Health](#)

Achieving the overarching Mayor's Transport Strategy ambition of 80 per cent of trips in London being made by walking, cycling or public transport will reduce risk for everyone. To help us get there and achieve Vision Zero, we are applying the Safe System approach.

The Safe System approach originated in Sweden in the 1990s and fundamentally shifts the focus from blaming road users to designing safe road environments that account for human fallibility.

The Safe System's core principles are based on the understanding that:

- People make mistakes – so the transport system must be designed to minimise the impact of those mistakes
- Human bodies have limits – so safety measures must account for what people can physically withstand
- Shared responsibility – everyone involved in shaping and using the transport system has a role in reducing harm

This proven framework has guided our progress so far and will continue to shape our future plans. The Safe System is delivered through five pillars of action, which when applied together systemically reduce road risk. These pillars provide a clear structure for how we will take forward the interventions set out in this plan, and ensure they work together to create a safer, more inclusive transport network. All parts of the system must be strengthened in combination to multiply their effects, so that people are still protected if one part fails.

## The five pillars of the Safe System approach



### Safe speeds

Lowering traffic speeds where vehicles and people are likely to mix reduces the likelihood and severity of collisions. It also makes our streets less dominated by motor vehicles, more attractive for walking and cycling and reduces noise, pollution and carbon emissions.



### Safe streets

Designing streets to minimise risk of collisions and reduce severity of injuries when collisions happen, focusing on the needs of people who walk, wheel, cycle or take public transport.



### Safe vehicles

Reducing the dominance of vehicles not only means reducing the use of motor vehicles, but also reducing the danger they pose and ensuring they are designed to be as safe as possible.



### Safe behaviours

Encouraging all road users to travel safely and fostering a culture of respect, while at the same time retaining a strong focus on enforcement action against criminal and antisocial road user behaviour.



### Post-collision response and victim support

Effective post-collision response is essential to Vision Zero. This includes timely emergency response, comprehensive investigation and meaningful support for victims and their families. Learning from collisions to identify underlying causes and system weaknesses enables targeted action to prevent recurrence and reduce death and serious injury.



We are redesigning junctions to make them safer

### Working together: we all have a part to play

We can only deliver Vision Zero through collective action and collaboration, in which organisations with influence across London work together. TfL will continue to work with the MPS and London’s local authorities, with support from national government, to address the most complex and persistent challenges in this area.

TfL’s role is to lead by setting out the vision for the Mayor’s Vision Zero ambition and defining clear pathways for delivery. However, achieving this vision is only possible through close collaboration with partners, national government (which sets many of the regulations governing safety and operations), industry, campaign groups, local communities and other key stakeholders.

‘Achieving Vision Zero is only possible through collaboration with partners, government, industry, campaign groups, local communities and stakeholders’

London’s local authorities are central to achieving Vision Zero: they manage around 95 per cent of the city’s roads and have shown strong leadership in implementing many of the most effective safety interventions. From introducing 20mph speed limits to redesigning high streets and junctions, borough-led schemes are already delivering measurable reductions in collisions and casualties, as demonstrated in case studies throughout this plan.

These interventions are not only vital for reducing road danger but also for creating safer, healthier and more welcoming streets. However, their success depends on local support. Borough decisions are shaped by community priorities and informed through consultation, ensuring that changes reflect the needs of residents and businesses while building trust and ownership at a local level.

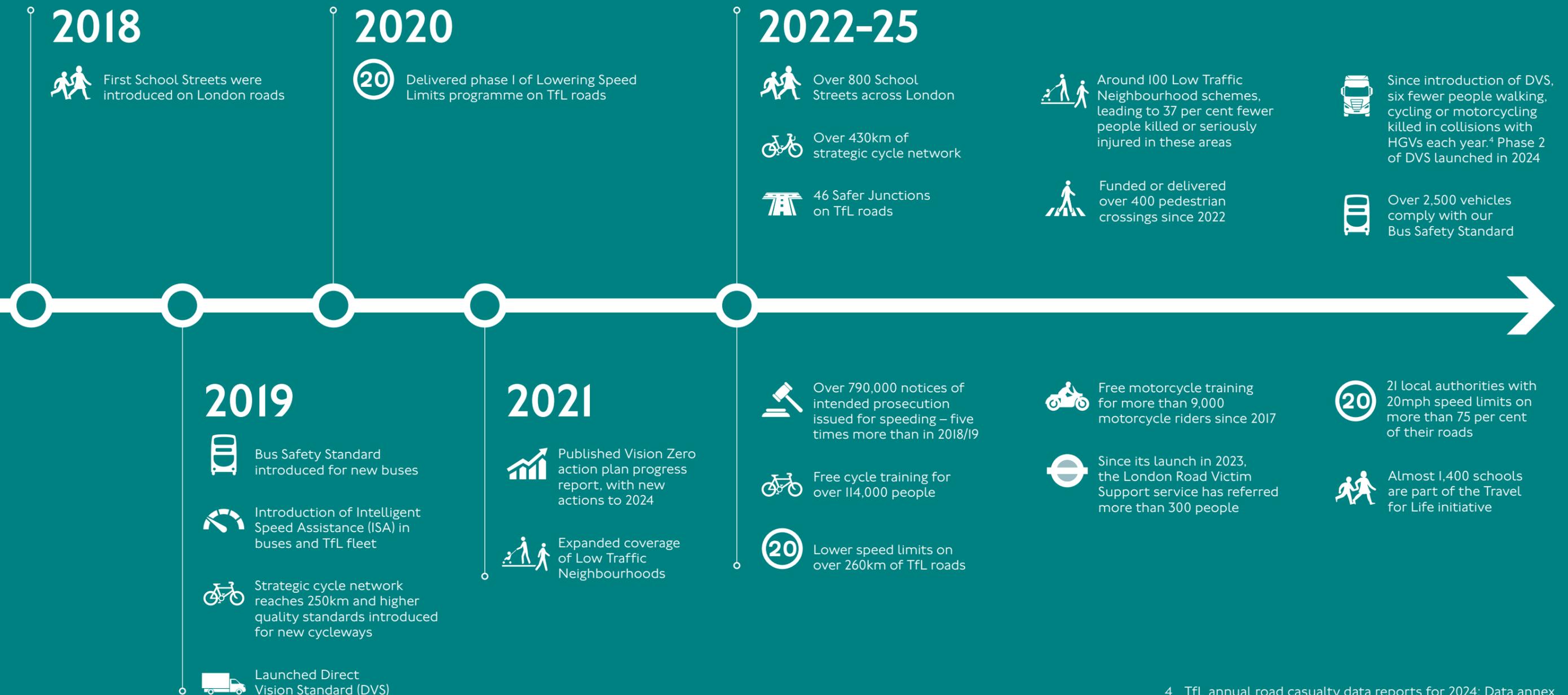
The MPS plays a vital role in keeping London’s roads and communities safe. To enhance this effort, a new dedicated Road Danger Reduction team will be established. This team will drive a step change in enforcement activity to tackle criminal and dangerous behaviours, as well as unsafe vehicles, helping to make London’s streets safer for everyone.

To succeed, we must continue working effectively together and ensure that safety remains central to everything we do. Clear governance structures and performance indicators are in place to maintain accountability, monitor delivery and measure progress towards achieving our Vision Zero ambition (see final chapter for further detail).

# What our partnership has delivered

Working together, we have already delivered impactful schemes for London

## Achievements since the first Vision Zero action plan



<sup>4</sup> TfL annual road casualty data reports for 2024: Data annex

# Progress made against our targets

We have already made major advances towards achieving the Mayor's long-term Vision Zero goal

We measure progress towards our 2030 target against a 2010-14 baseline figure, as set out in the [Mayor's Transport Strategy](#). This baseline is the average number of people killed or seriously injured on London's roads annually between 2010-2014.

By 2030, we aim to reduce the number of people killed or seriously injured on London's roads by 70 per cent compared to this baseline. We also aim to eliminate all fatalities to people travelling on buses or in collisions involving a TfL bus.

With this plan we are introducing a new interim target of 65 per cent fewer people killed or seriously injured by 2035 against a new 2022-24 baseline, as discussed further in 'Delivering the plan' (page 83).

## 70%

fewer people killed or seriously injured on London's roads (compared to the 2010-14 baseline) is our 2030 target



## Zero

people killed travelling on a bus or in collisions involving a bus is our target for London buses for 2030

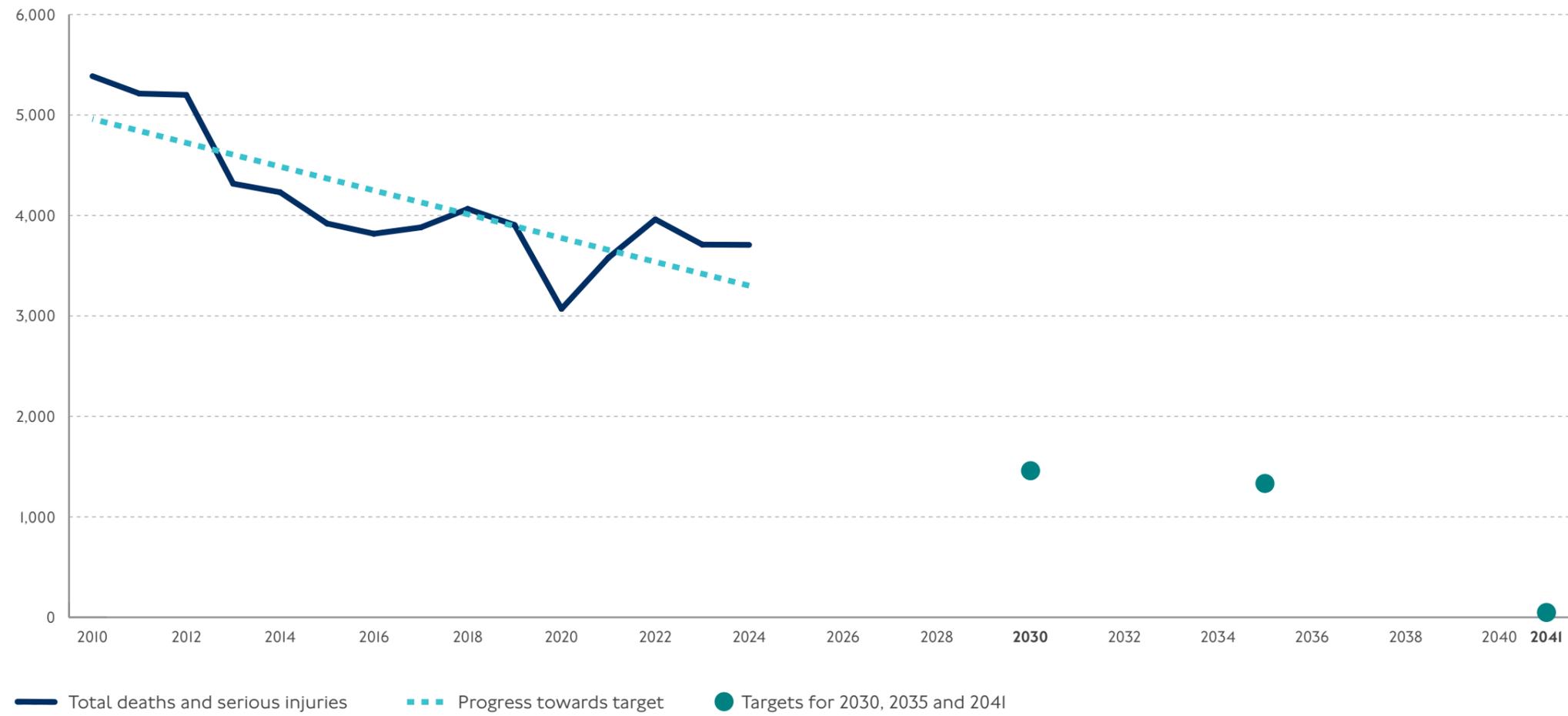
## 65%

fewer people killed or seriously injured compared to 2022-24 baseline is our new target for 2035



We have made good progress in making London's streets safer

Casualties on London's roads by year<sup>5</sup>  
 Total deaths and serious injuries



**24%**  
 fewer people killed or seriously injured in 2024 (compared to 2010-14 baseline)



5 [TfL annual road casualty data reports](#)

## Casualties in 2024 by mode of travel

In 2024, of the 3,707 people killed or seriously injured on London's roads:



TfL's annual road casualty data reports show that we are making progress.<sup>6</sup> In 2024, the number of people killed or seriously injured was 24 per cent lower (1,162 people fewer) than the 2010-2014 baseline. This marks the lowest number of serious casualties ever recorded outside the pandemic-affected years (2020 and 2021).

Working closely with our partners, we have reduced the number of people killed or seriously injured for every major mode of travel – except cycling, where the number of casualties has increased as the number of journeys has increased by 39 per cent from the 2010-14 baseline up to 2024 (and continues to grow).

Cycling is a unique case: more people are getting on bikes than ever before, so the overall risk per journey (measured in deaths and serious injuries per million journeys) has continued to fall and is now 23 per cent below the 2010-14 baseline. This means cycling is becoming safer – a sign that better safety encourages more Londoners to cycle, feeding into the virtuous loop of reducing road danger.

We have also made strong progress on bus safety. Deaths and serious injuries in collisions recorded as involving a bus are down by a third compared to the 2010-14 baseline. Yet police data records that 13 people lost their lives in collisions with or on buses in 2024, which reminds us there is no room for complacency. Please note that these statistics relate to injuries occurring in collisions reported to or by the police (STATS19). TfL also publishes [bus safety data](#) reported by bus operators – the differences are explained in the [bus safety data guidance](#).

Children are safer too. In 2024, we saw 47 per cent fewer under-16s killed or seriously injured, compared to the 2010-14 baseline.

While preventing the most serious injuries remains our priority, reducing overall harm is also vital – especially for those walking (which includes those wheeling) or cycling, as it helps foster a greater sense of safety. Overall, slight injuries have fallen by 24 per cent since 2010-2014, the lowest on record (even including the pandemic-affected years).<sup>7</sup>

## Understanding the risk to people wheeling

Wheeling refers to the use of pushchairs (buggies), scooters, wheelchairs, mobility scooters and other wheeled mobility or carrying aids. It does not include people cycling or using e-scooters. TfL uses this term in its communications, policy and strategy where appropriate to be more inclusive of the ways that people travel on London's streets.

Police collision data (STATS19) does not include a specific category for people wheeling, except some mobility scooter users. Under Department for Transport guidance on collision recording (STATS20), people wheeling are generally recorded as pedestrians.

References in this plan to people walking therefore reflect the police collision data classification and include people wheeling. TfL continues to work with DfT, MPS and City of London Police to improve casualty data where possible.

<sup>6</sup> All data on this page: [TfL annual road casualty data reports](#) for 2024: 'Progress on our targets', pages 4-6; Data annex, tables 2-5, 7 and 10; Injury risk annex, table 3; GB comparison annex, table 6

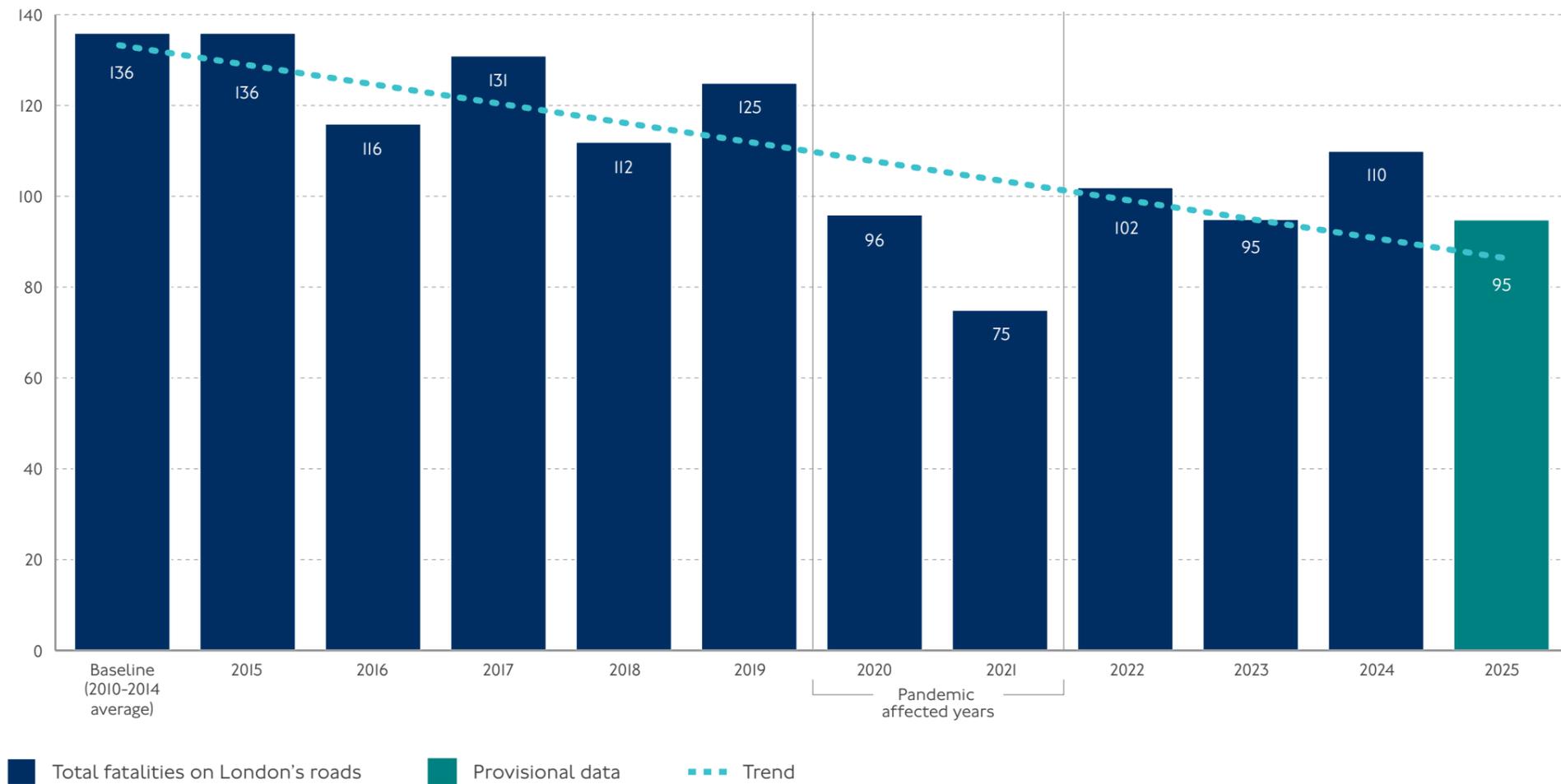
<sup>7</sup> [TfL Safety data guidance](#) sets out how we define 'serious' and 'slight' injuries

## Progress in preventing deaths

Since 2015, London has seen a gradual but sustained decline in road fatalities. This progress is both meaningful and measurable: over 250 fewer people have been killed compared to the number of deaths we would have expected had annual fatalities continued at the 2010-2014 baseline level.

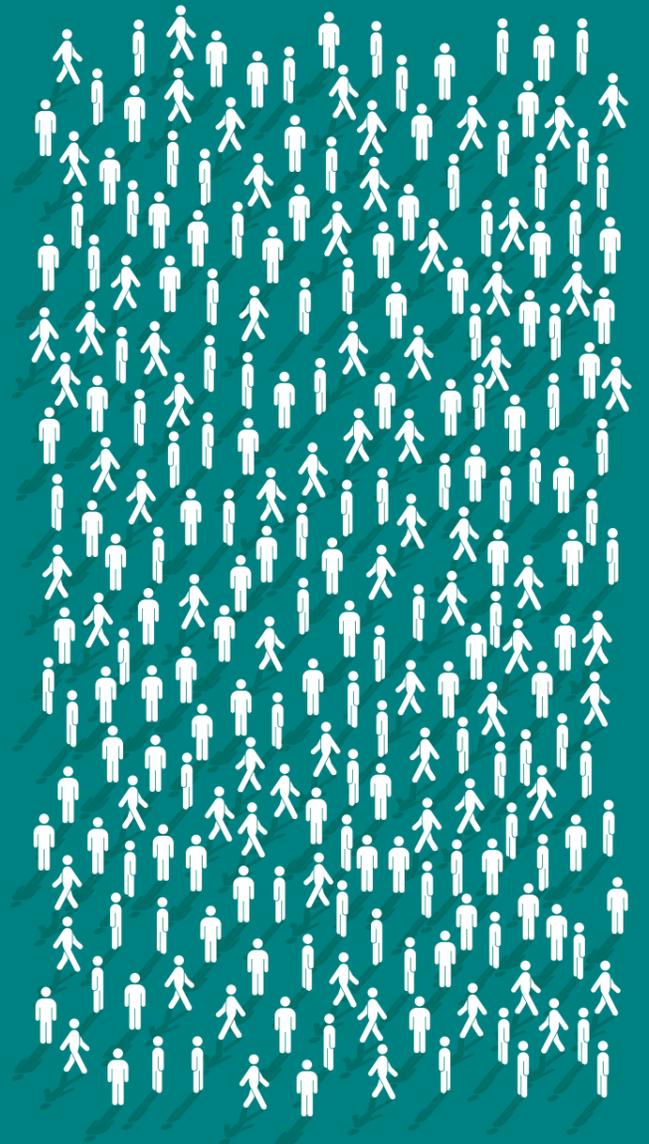
Early indicators suggest that 95 people were killed on London's roads in 2025. This is the joint-lowest number of people killed on the roads ever (except 2021, which was affected by the coronavirus pandemic).

### People killed on London's roads by year<sup>8</sup> Total fatalities



## Over 250 lives saved

over a decade, as a result of safety improvements to London's roads



<sup>8</sup> [TfL annual road casualty data reports](#)

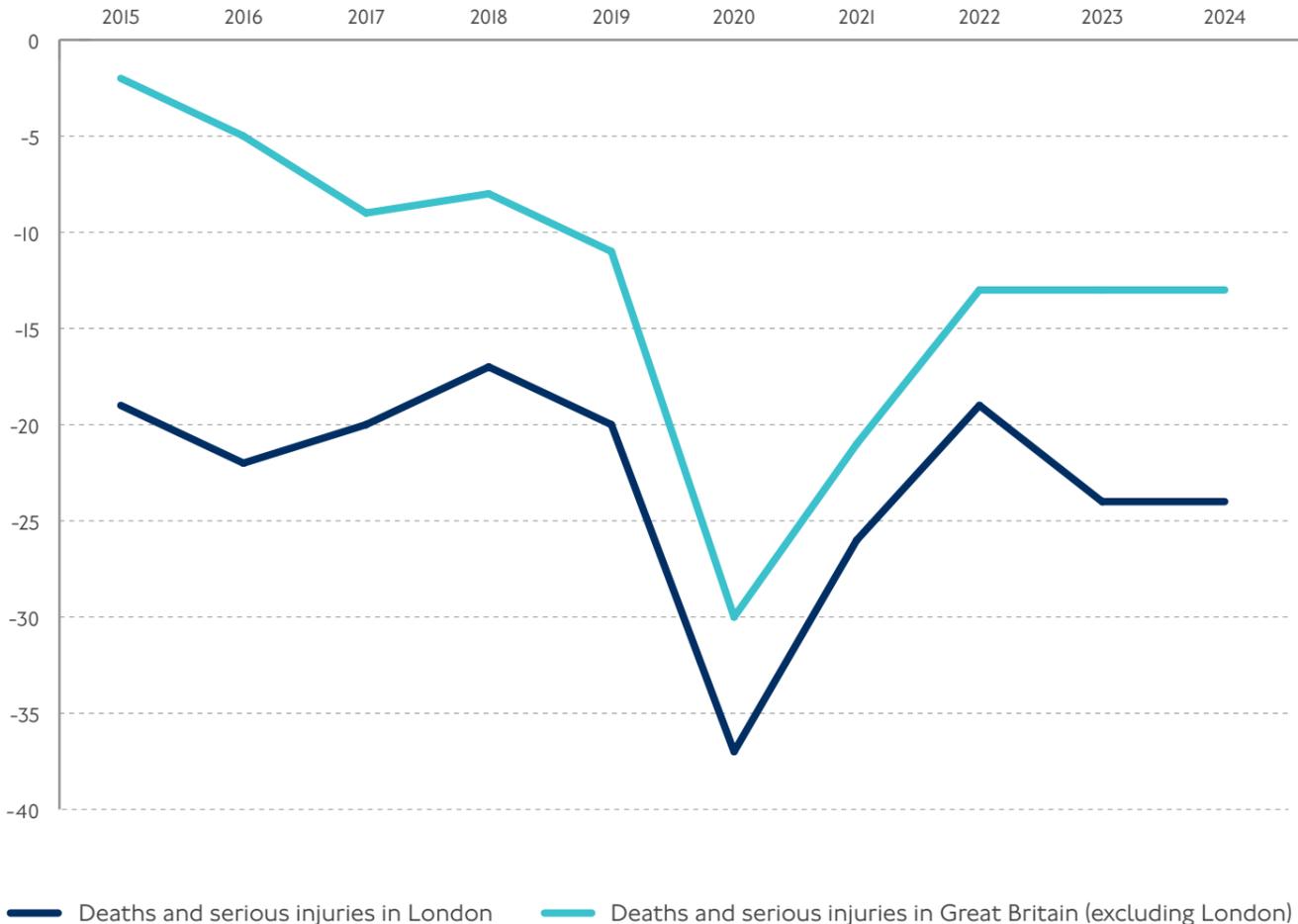


Our work on improving road safety is ahead of national trends

### How London compares

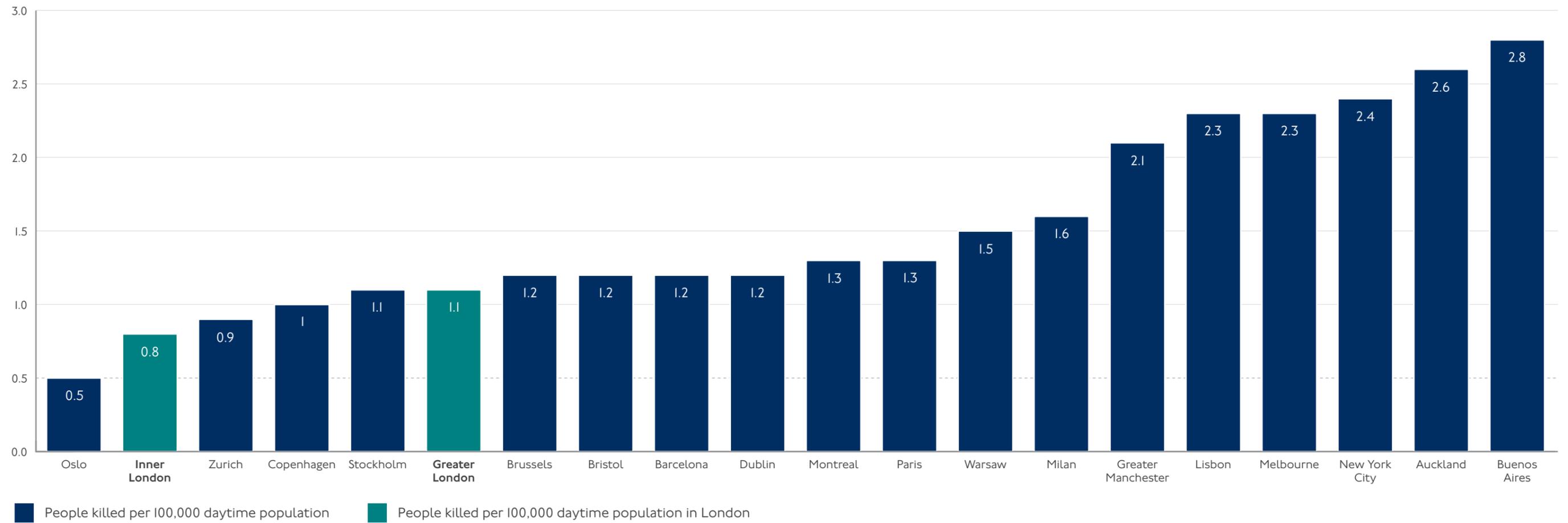
We are reducing road danger in London faster than the national trend. In particular, we have reduced the worst collisions fastest: in 2024, road deaths in London were 19 per cent lower than the baseline (26 fewer people killed), compared to a ten per cent reduction nationally (excluding London). Independent analysis shows that London is safer than many comparable cities, both nationally and internationally (next page).

People killed and seriously injured in Great Britain vs London<sup>9</sup>  
Reduction from 2010-14 baseline (%)



<sup>9</sup> [TfL annual road casualty data reports](#)

Road deaths in London compared to other cities<sup>10</sup>  
Annual average 2018-20



<sup>10</sup> [ITF Safer City Streets database](#)

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# 02

## The evidence

Our plan is underpinned by data on injury patterns, causes of casualties and key risk factors

# Context of the new plan: road danger in London

An overview of the main risks and causes of harm to road users in London from 2022 to 2024

As we work towards our Vision Zero goal for 2041, it is essential to adapt to evolving trends and conditions. This chapter provides an overview of road risk in London over the past three full calendar years for which data is available (2022-24). It examines injury patterns – looking at where, how and when people are injured – and explores the key causes and risk factors. The data presented in this document is derived from the STATS19 dataset for London, compiled in accordance with Department for Transport (DfT) reporting requirements.

## What kills or seriously injures people?

People are harmed in collisions, primarily involving motor vehicles. Our road safety data shows that most people (61 per cent) are killed or seriously injured in collisions involving a car.<sup>11</sup> However, motorcycles and heavy goods vehicles (HGVs) are disproportionately involved in collisions with other road users compared to their share of traffic. Collisions involving an HGV are disproportionately likely to kill.<sup>12</sup>

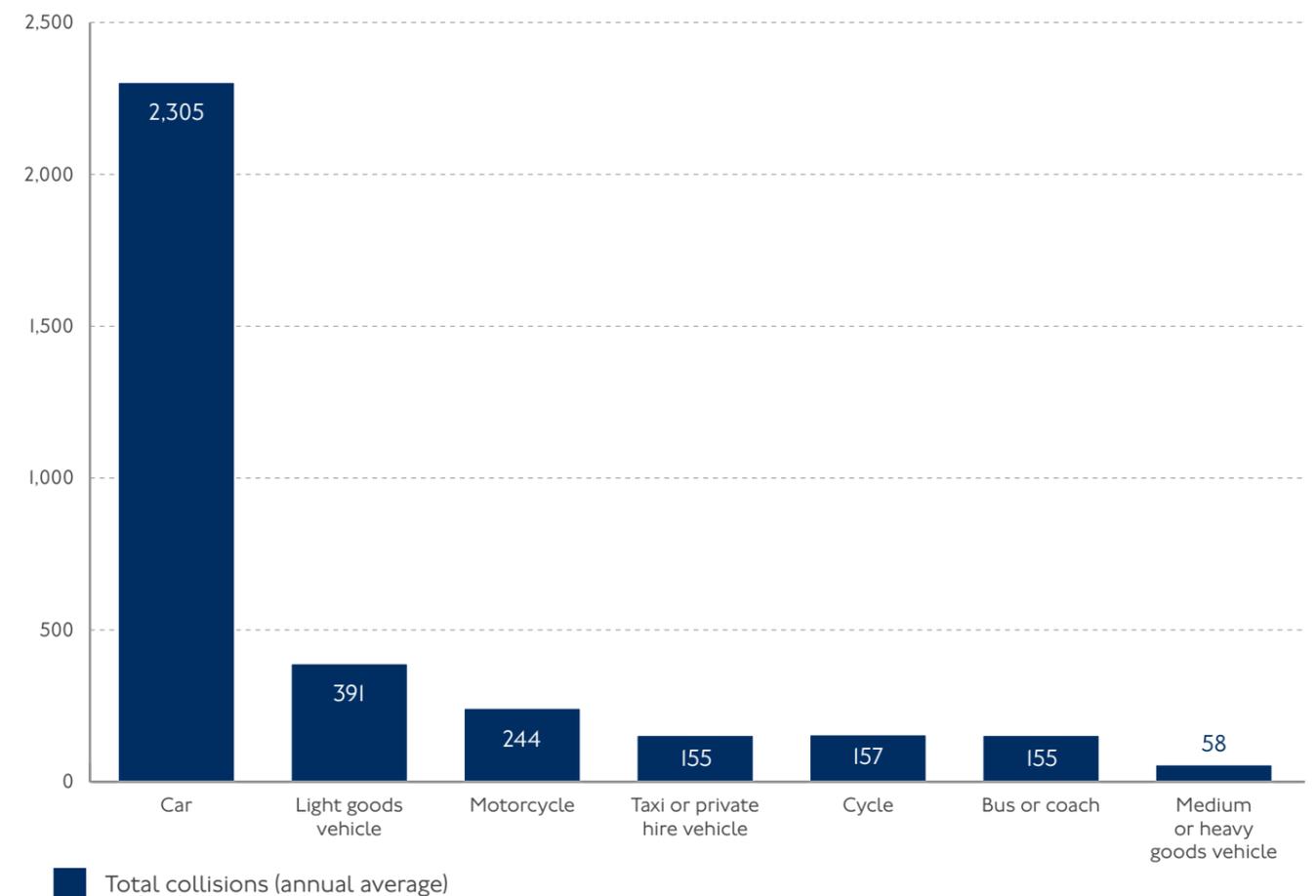
Larger, heavier or faster-moving vehicles have greater potential to cause harm to others in a collision than smaller, lighter, slower vehicles.

61%

of deaths and serious injuries on London's roads occur in collisions involving a car



Vehicles involved in a collision in which another road user was killed or seriously injured<sup>13</sup>  
Annual average 2022-24



<sup>11</sup> [TfL Road danger reduction dashboard](#), page 7

<sup>12</sup> [Vision Zero action plan 2 data annex](#)

<sup>13</sup> [Vision Zero action plan 2 data annex](#)



## Spotlight on oversized vehicles

The number of larger, heavier vehicles on London's roads is growing – and with it, the danger to people walking, cycling and using motorcycles, resulting in a pressing need for targeted safety interventions.<sup>14</sup>

### Larger, heavier designs of cars

Oversized vehicles, such as SUVs, are increasingly common in the UK. Evidence suggests that SUVs are now the most commonly purchased vehicles in the UK.<sup>15</sup> The safety implications are stark. In the last 20 years, collisions involving people walking or cycling and oversized vehicles has increased from four per cent to 26 per cent.<sup>16</sup>

Their greater mass and elevated front-ends are associated with more severe outcomes in collisions, particularly for people walking or cycling, and especially for children.

In a collision with a smaller car, an adult walking will be struck at around hip height and is most likely to land on the car's bonnet. With an oversized vehicle, the same person is far more likely to be hit in their vital organs, and then be thrown into the road, into the path of other traffic or pushed underneath the vehicle. For children, the danger is even greater: their height places them directly in line with higher, more rigid front-end structures, some of which may be at head height.

The consequences are measurable. In Great Britain, people walking or cycling are 14 per cent more likely to be killed in a collision with an oversized vehicle than a smaller passenger car. Children face a far greater

risk: a 77 per cent higher chance of being killed, rising to 209 per cent for children under the age of nine.<sup>16</sup> The pattern is clear and deeply concerning: larger vehicles pose a bigger risk and shape the likelihood of a fatal outcome grows sharply.

### Oversized vehicles limit visibility and squeeze space for other road users

Large SUVs are physically reshaping urban streets, with half of new cars now too wide for minimum specified parking spaces.<sup>17</sup> They take up more road space, leaving less for people cycling and motorcycling, and block sight lines needed to cross or use the road safely. Their bulk makes junctions, crossings and residential streets more hazardous for everybody outside the vehicle. This is no longer a gradual trend – it is creating immediate and intensifying risks across London. Without action to address oversized and heavier vehicles, more people will be seriously injured or killed.

### Heavy goods vehicles (HGVs)

HGVs are disproportionately involved in fatal and serious collisions with people walking and cycling. However, safety initiatives such as the Direct Vision Standard (DVS), the Fleet Operator Recognition Scheme (FORS), Construction Logistics and Community Safety (CLOCS) and dedicated enforcement activity have led to a notable reduction in deaths.

### Light goods vehicles (LGVs)

LGVs, including vans, are second only to cars in their involvement in collisions that result in death or serious injury to others.<sup>18</sup> This is likely due to factors such as their widespread presence on the road, larger size and weight, reduced manoeuvrability, blind spots and lower safety design standards compared to passenger vehicles and regulated HGVs.

<sup>14</sup> [Clean Cities Campaign: Urban carspreading](#)

<sup>15</sup> [T&E: UK SUV sales have increased...](#)

<sup>16</sup> [Findings: Do SUVs cause more severe injuries...](#)

<sup>17</sup> [T&E: Cars are getting too big for British roads](#)

<sup>18</sup> [Vision Zero action plan 2 data annex](#)



## Spotlight on automated vehicles

Automated vehicles (AVs) have the potential to contribute to improving road safety and support progress toward Vision Zero. Opportunities for major step changes in reducing harm on London's roads are rare, and AVs may play a role in achieving them. However, as AVs are a new and rapidly developing technology, there is currently limited evidence on how they perform in real-world London conditions. TfL is therefore committed to expanding its understanding of what contribution, if any, AVs could make to reducing collisions.

The Automated Vehicles Act 2024 requires AVs to achieve a safety standard equivalent to, or higher than, that of careful and competent human drivers. While this provides an important regulatory foundation, TfL believes that, to support the Vision Zero trajectory, AVs must demonstrate a measurable improvement in safety outcomes over time. This includes:

- Reducing both the frequency and severity of collisions when measured against a baseline of careful and competent driving, supported by the latest advanced driver assistance systems

- Ensuring that this baseline keeps pace with London's evolving road safety context
- Making certain that AVs are never a contributory factor in collisions resulting in death or serious injury

In addition to collision outcomes, maintaining public trust and ensuring accountability are essential to safe deployment. AVs' performance should be assessed not only through collision data but also through leading safety indicators such as near misses, harsh braking or acceleration, and other aspects of their operation that may raise safety concerns or signal emerging risks.

TfL will continue to work with national government as the AV regulatory framework develops to ensure AV safety standards align with Vision Zero. Our aim is to ensure that AVs are held to the highest safety standards and that any deployment supports progress towards making London's streets safer for all.



Automated vehicles will likely soon be seen on London's streets

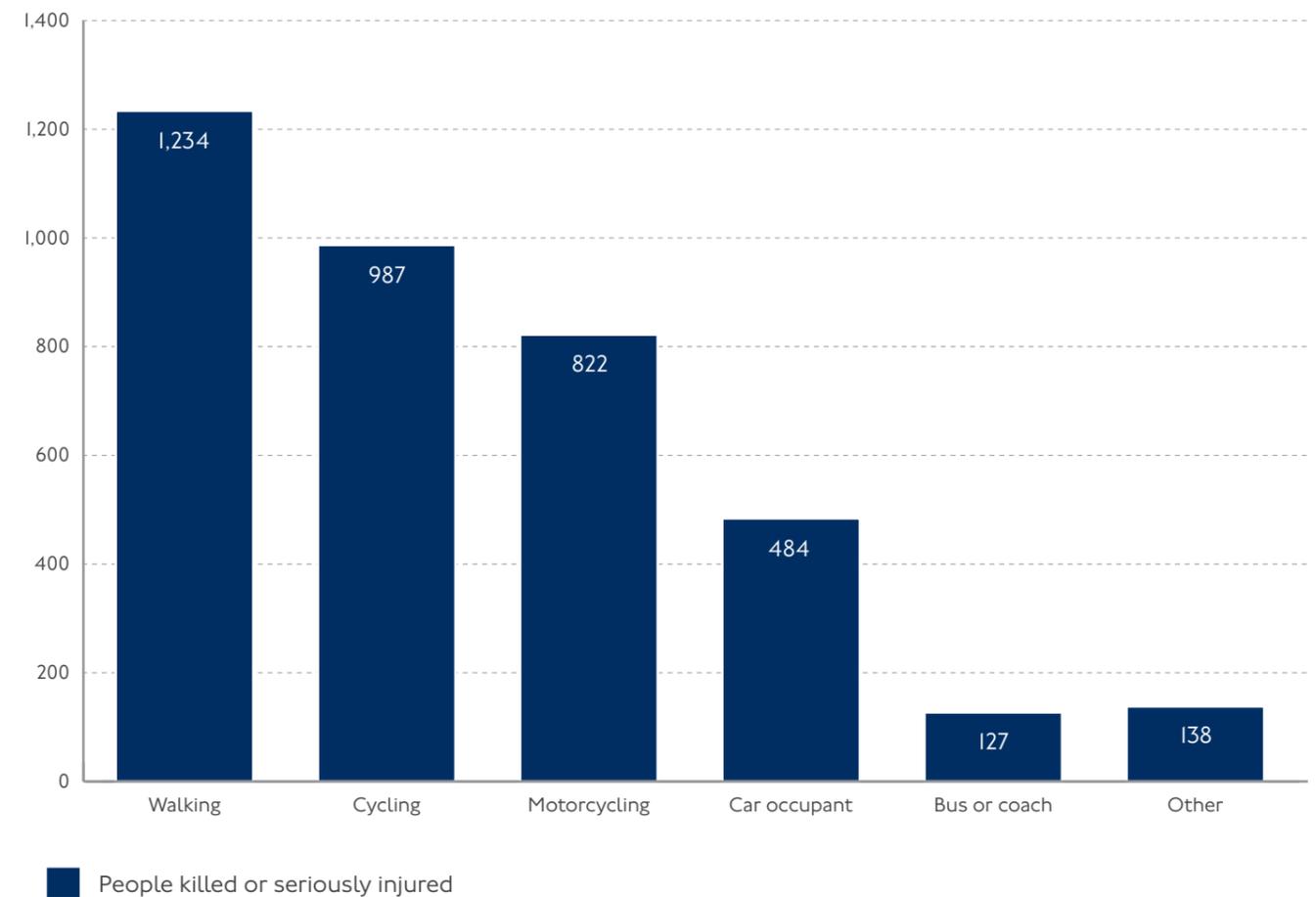


People walking face the greatest risk on our roads

## Who is killed or seriously injured?

Between 2022-24, 80 per cent of people killed or seriously injured on London's roads were walking, cycling or motorcycling.<sup>19</sup> Walking is an inherently safe mode of travel, yet people walking account for nearly a third of casualties, reflecting the impact of motor traffic on safety.

### Deaths and serious injuries by mode of travel<sup>20</sup> Annual average 2022-24



<sup>19</sup> [Vision Zero action plan 2 data annex](#)

<sup>20</sup> [TfL annual road casualty data reports](#) for 2024: data annex, table 2



## Spotlight on people cycling

### Cycling has become safer

Although 71 more people were killed or seriously injured while cycling in 2024 compared to the 2010-14 baseline – an increase of eight per cent – this needs to be viewed alongside the growth in cycling. Over the same period, cycling journeys increased by 39 per cent (from 0.95m to 1.33m cycling journeys per day).<sup>21</sup> This means the risk per journey has fallen by 23 per cent, indicating that cycling is becoming safer overall. The risk of being killed while cycling has decreased by 55 per cent compared to 2010-14 baseline.<sup>22</sup>



# 55%

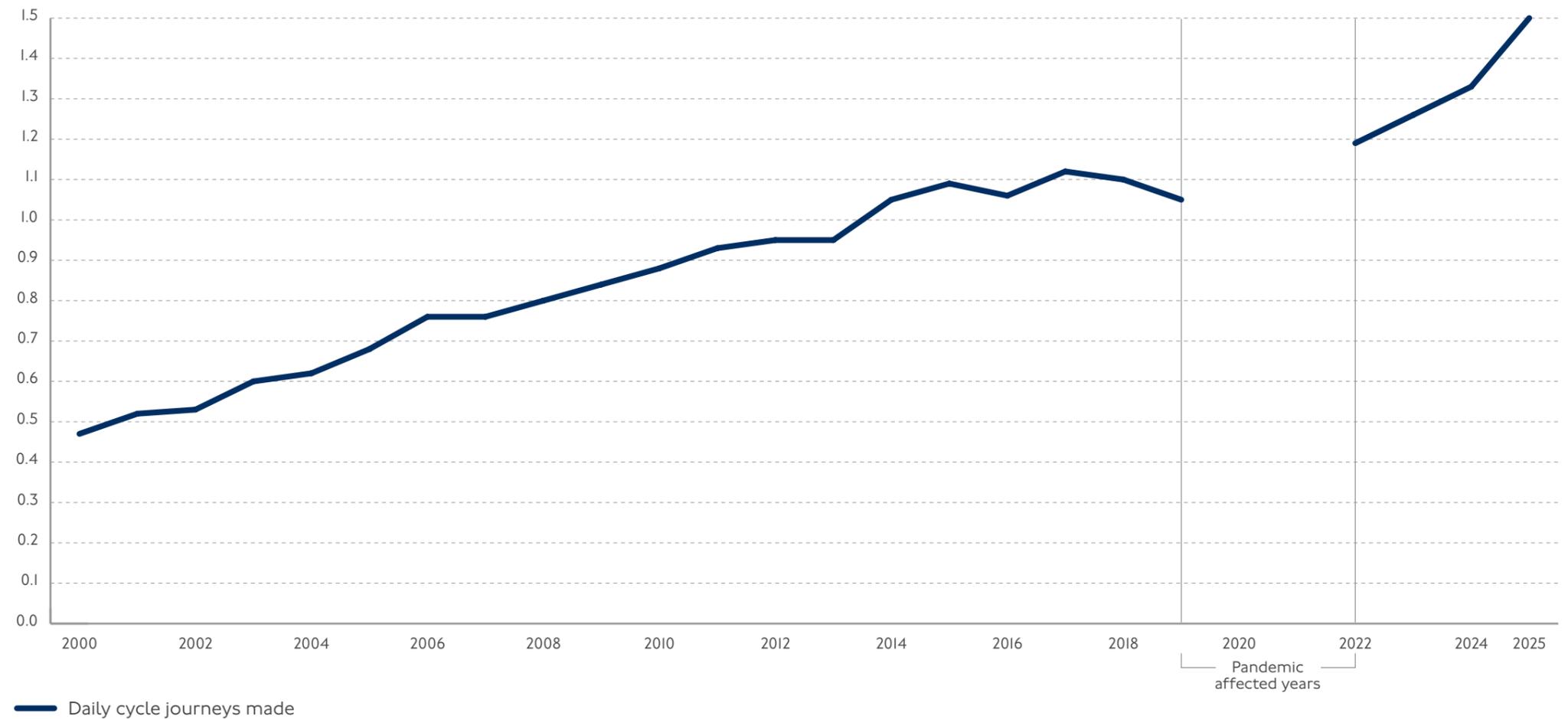
lower risk of being killed while cycling compared to 2010-14

<sup>21</sup> TfL Travel in London 2025 – Active travel trends

<sup>22</sup> TfL annual road casualty data reports 2024: Injury risk annex, tables 3 and 6

<sup>23</sup> TfL annual road casualty data reports 2024: Injury risk annex, table 6. Comparable data is unavailable for the pandemic-affected years 2020 and 2021

Growth in cycling in London since 2000<sup>23</sup>  
Average daily cycle journeys made in London (millions)





Cycling is now more dispersed in time and location

### Understanding the harm

Cars are involved in the majority (61 per cent) of fatal and serious injuries to people cycling, followed by goods vehicles (14 per cent). However, when measured per kilometre travelled, HGVs, buses and coaches, and motorcycles pose the greatest risk to people cycling.<sup>24</sup>

### New trends and challenges

Most cycling deaths and serious injuries still occur mid-week in inner London. However, post-pandemic, cycling has changed. Leisure cycling now accounts for 35 per cent of journeys made by London residents, though commuting remains high, accounting for 31 per cent of cycling journeys. Overall, cycling activity is now more dispersed in time and location.<sup>25</sup>

Although high-demand and high-potential corridors still require targeted investment in new cycling infrastructure, tackling the dominance of motorised traffic across London is essential to make the whole street network safer for people cycling and other road users.

We estimate that around 10 per cent of peak-time cycle journeys in London are made using dockless e-bikes and evidence suggests that around 10 per cent of all cycle trips in London are taken by food delivery



10%

of peak-time cycle journeys in London are made using dockless e-bikes

10%

of cycle trips in London are made by food delivery couriers, available evidence suggests



couriers.<sup>26</sup> These shifts in how and why people cycle need tailored responses to deliver the greatest safety benefit.

E-bikes are growing in popularity but are not yet separately recorded in police collision data. More research is needed to understand their role in road danger, especially with rising concerns about illegal e-bikes (those that do not comply with the Electrically Assisted Pedal Cycle (EAPC) Regulations 1983 and are likely to be treated as unlicensed motor vehicles in law).<sup>27</sup>

<sup>24</sup> All data in this section: [TfL Road danger reduction dashboard](#); [TfL annual road casualty data reports 2024](#): Data annex, table 14; [Vision Zero action plan 2 data annex](#)

<sup>25</sup> All data in this paragraph: [TfL Road danger reduction dashboard](#), page 6; [TfL Travel in London 2025 – Active travel trends](#)

<sup>26</sup> [Possible: Working lanes for working people](#)

<sup>27</sup> [EAPC standards and legal requirements, December 2023](#)



## Spotlight on people riding motorcycles

Motorcycles are – and consistently have been – the highest-risk mode of transport on London’s roads.<sup>28</sup> People riding motorcycles account for around four per cent of vehicle mileage travelled but 22 per cent of people killed or seriously injured. Motorcyclists are 45 times more likely to be killed or seriously injured than someone travelling in a car. They are also disproportionately involved in collisions that kill or seriously injure others on the road, particularly people walking.

However, London has become much safer for people motorcycling in recent years. Compared to the 2010-14 baseline, 26 per cent fewer people are now killed or seriously injured while motorcycling. Over the same period, the risk per journey has fallen by 58 per cent.

People riding low-powered motorcycles (125cc or below) make up 57 per cent of people killed or seriously injured while motorcycling. These vehicles have the lowest legal training requirements of any motor vehicle permitted on the road and do not require a full licence.

People riding motorcycles with larger engines (above 125cc) make up over half of those killed (55 per cent) while riding motorcycles.

<sup>28</sup> All data in this section uses 2022-24 averages: [Road traffic statistics](#), table TRA0206; [TfL annual road casualty data reports for 2024](#): Injury risk annex; [TfL Road danger reduction dashboard](#), page 7; [Vision Zero action plan 2 data annex](#)



### About 4%

of vehicle mileage in London is travelled by people riding motorcycles, yet...

### 22%

of all serious or fatal road casualties in London are people riding motorcycles

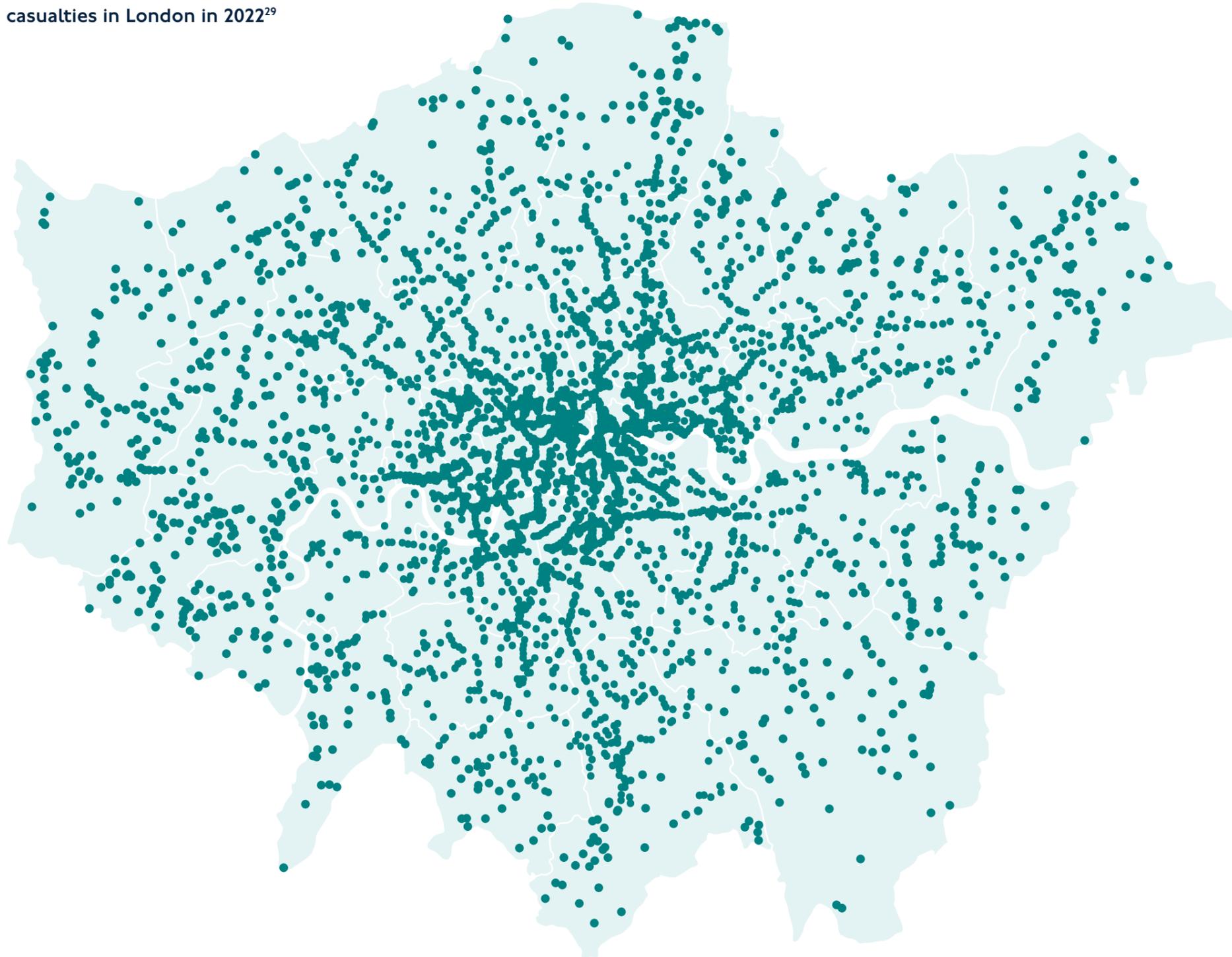


Motorcycles offer minimal physical protection compared with other vehicles, making it harder to apply many of the safety standards used elsewhere in the transport system. This means strong, comprehensive rider training is particularly important for improving safety outcomes.



Motorcycles are disproportionately involved in collisions

## Road casualties in London in 2022<sup>29</sup>



### Key

Location of a road traffic collision  
resulting in death or serious injury



## Where are people killed or seriously injured?

The places where people are killed or seriously injured are shaped by physical geography, economic geography and the design and quality of different infrastructure types.

Deaths and serious injuries occur most frequently where people walking and cycling share space with motorised traffic.

The number of people killed or seriously injured on London's roads increases the closer the location is to the centre of London. This reflects the presence of motor traffic alongside increasingly high volumes of people walking and cycling. Seven per cent of all deaths and serious injuries occur within central London (defined as the Congestion Charging Zone), with 0.7 people killed or seriously injured per kilometre – the highest rate anywhere in London.<sup>30</sup>

<sup>29</sup> [TfL Road safety data](#)

<sup>30</sup> [Vision Zero action plan 2 data annex](#)



## Spotlight on the impact of deprivation

Living or travelling in London's most deprived areas exposes people to greater risk of being killed or seriously injured in a collision.<sup>31</sup>

Risk is not evenly distributed across London. People travelling in the most-deprived 30 per cent of the city are 1.7 times more likely to be killed or seriously injured on our roads compared to those travelling in the least-deprived areas, across all modes. The most deprived communities in London are impacted disproportionately by poor air quality and increased road danger. Encouraging active travel and reducing car dependency through achieving Vision Zero can help to reduce inequalities and associated health outcomes.<sup>32</sup>

People who live in the most deprived areas are more likely to be killed or seriously injured. People living in the most-deprived 30 per cent of London are 1.5 times more likely to be killed or seriously injured in road collisions than people living in the least-deprived 30 per cent.

<sup>31</sup> All data on this page: [Inequalities in road danger in London 2017-2021](#) – including the TfL Inequalities in road danger dashboard

<sup>32</sup> [Air pollution and inequalities in London – update 2023](#); [TfL annual road casualty data reports](#)

# 1.5 times

more likely to be killed or seriously injured on the road when living in the most deprived 30 per cent of London, compared to the least deprived 30 per cent



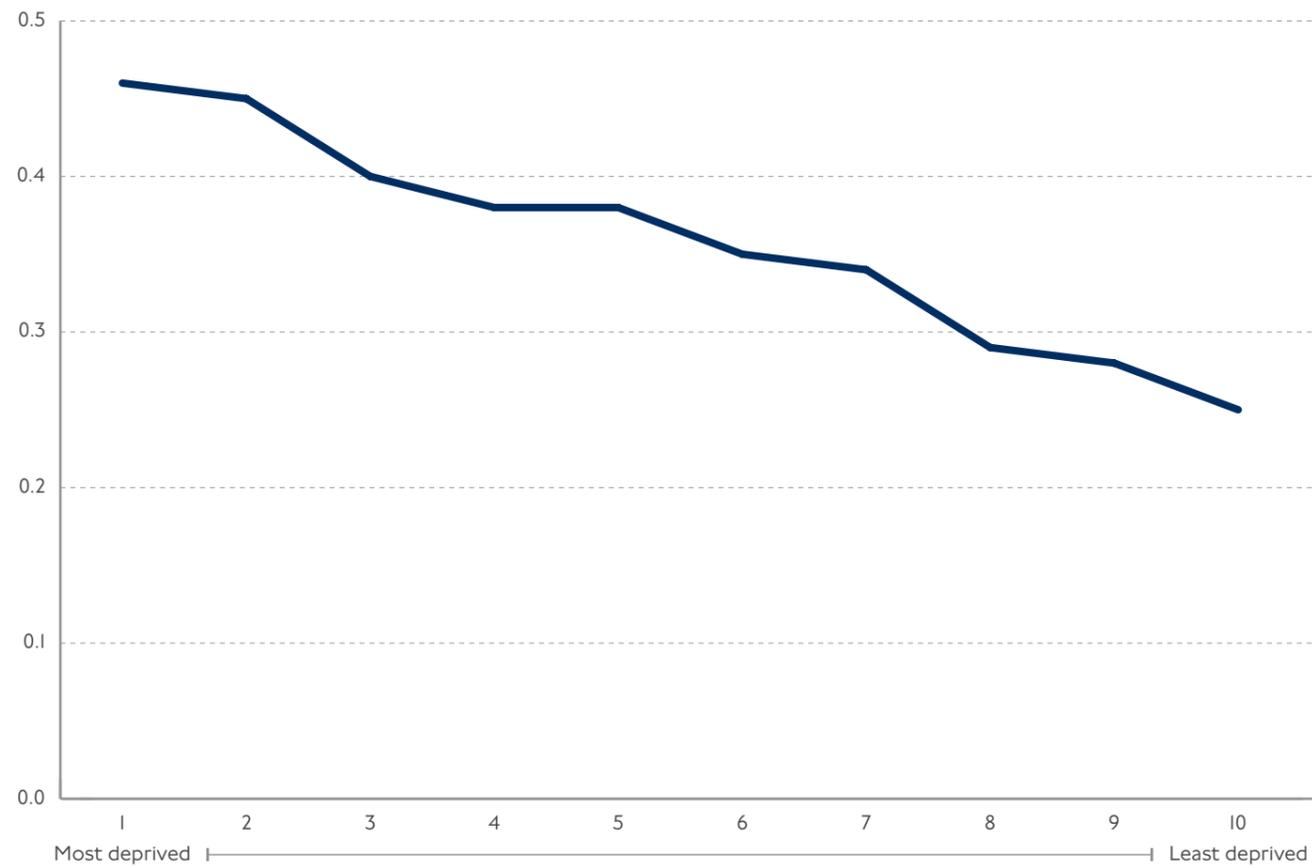
# 1.7 times

more likely to be killed or seriously injured on the road when travelling in the most deprived 30 per cent of London, compared to the least-deprived 30 per cent



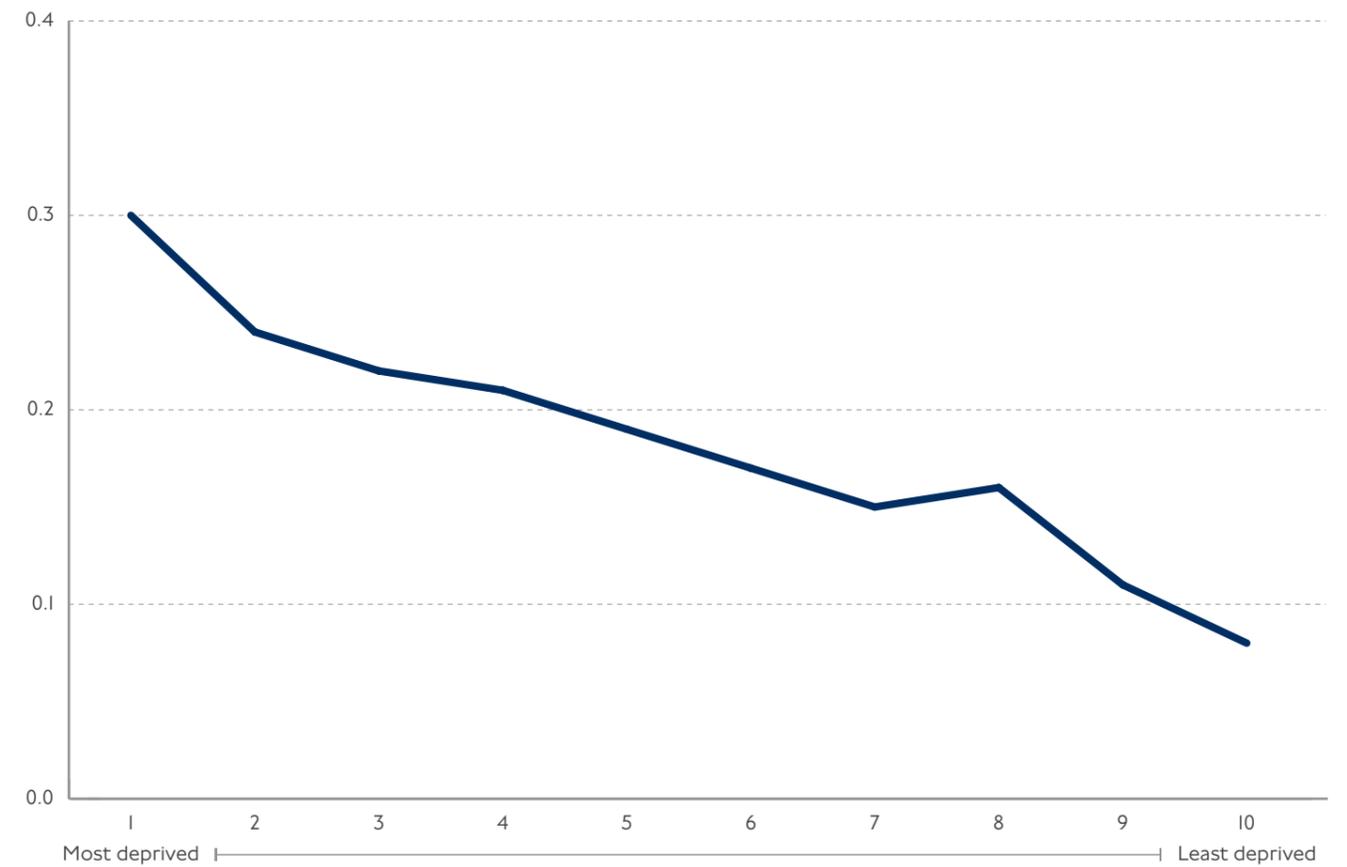
Road risk is not evenly distributed across London

Casualty rate by Indices of Multiple Deprivation decile<sup>33</sup>  
Deaths and serious injuries per 1,000 population 2022-24



— Casualty rate per 1,000 population

Casualty rate by Indices of Multiple Deprivation decile<sup>33</sup>  
Deaths and serious injuries per kilometre of roads 2022-24



— Casualty rate per kilometre of roads

<sup>33</sup> [TfL Inequalities in road danger dashboard](#); Indices of Multiple Deprivation is an official measure of relative deprivation for small areas. Each decile represents 10 per cent of London, with 1 being the most-deprived areas of London and 10 the least-deprived areas of London



Reducing risk at junctions with side roads is a priority for us



## Spotlight on high streets and side roads

Side roads and other junctions without traffic signals account for nearly half of all deaths and serious injuries on London's roads, predominantly due to vehicle turning movements. These locations present a safety challenge, particularly where controlled crossings are absent and turning movements are frequent.<sup>34</sup>

Risk is particularly high in areas where people walking and cycling are exposed to large volumes of motor traffic. A review of all pedestrian fatalities found that one in five occurred at locations without a formal crossing. In addition to direct safety risks, these environments contribute to severance – where busy roads act as barriers to safe and easy movement. This discourages walking, cycling and the use of public transport. Currently, two-thirds of main roads in London are classified as having very high or high levels of walking severance. This rises to over 70 per cent on the TfL Road Network (the roads TfL directly manages, which include London's strategic roads with the highest levels of traffic).<sup>35</sup>

High streets are a key setting where these risks are concentrated. Almost half (46 per cent) of all deaths and serious injuries in London occur on high streets. These streets serve as strategic corridors for traffic, as well as attracting high numbers of people walking and cycling. Of those killed or seriously injured on high streets, most

<sup>34</sup> TfL Road safety data

<sup>35</sup> All data in this paragraph: [Vision Zero action plan 2 data annex](#)

<sup>36</sup> STATS19, Road collision data extracts

46%

of all deaths and serious injuries on London's roads occur on high streets<sup>36</sup>



## Nearly 1 in 2



collisions resulting in death or serious injury happen at side roads and other junctions without traffic signals

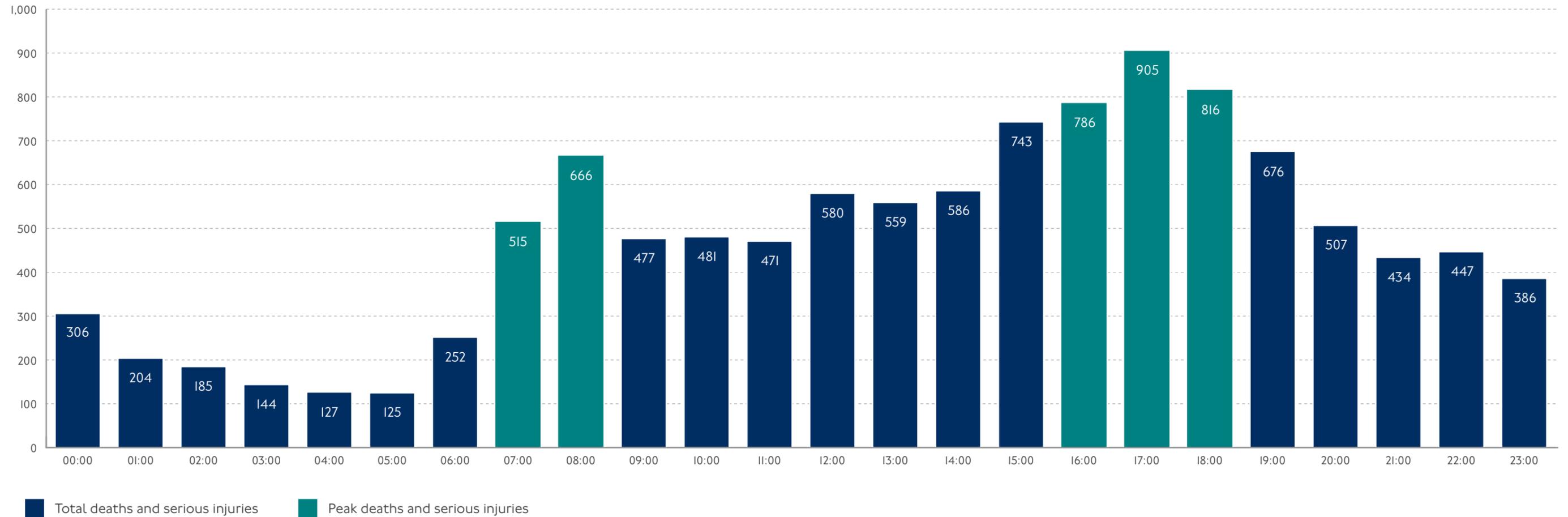
(68 per cent) are walking or cycling. High streets are also fed by a dense network of side roads and junctions, which increases the number of vehicle turning movements and compounds the risk.

This evidence points to a clear strategic priority. To reduce harm, we need to focus on side roads and junctions without traffic signals, particularly where they meet busy high streets. Reducing turning movements and ensuring safe places to cross in these locations should be a central focus for future investigation and action.

## When are people killed or seriously injured?

Across London as a whole, deaths and serious injuries peak in the mornings and afternoons, corresponding to peak times for the movement of both people and vehicles.

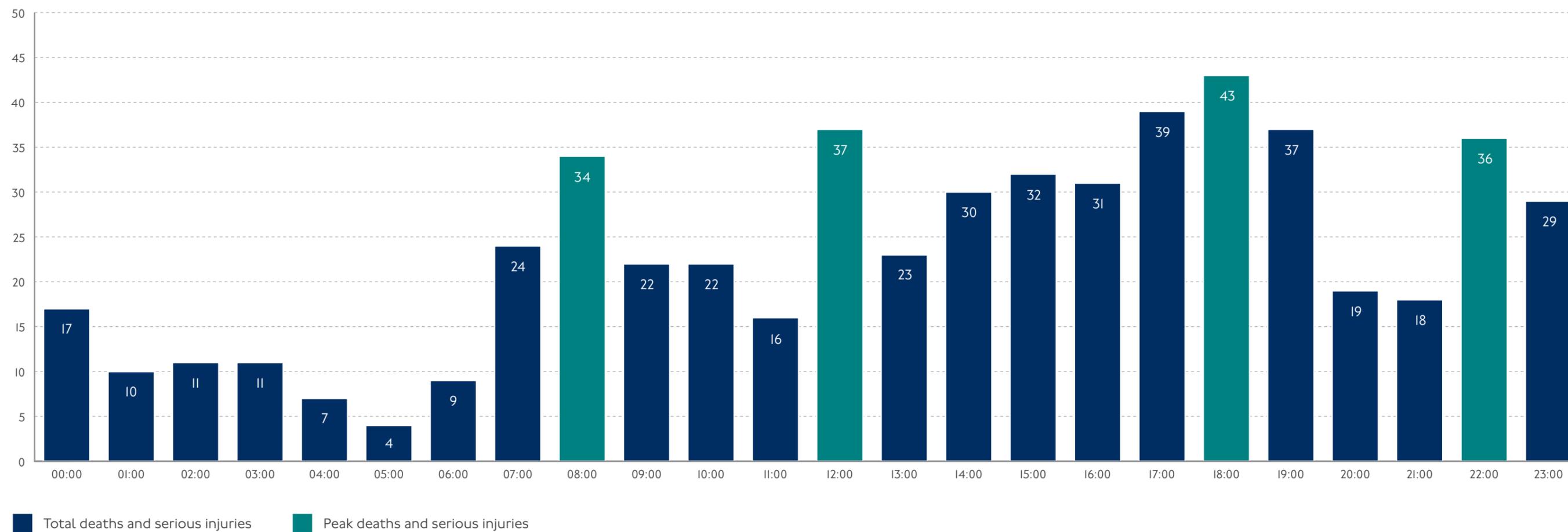
Casualties in London in 2022-24 by hour of day<sup>37</sup>  
Total deaths and serious injuries



<sup>37</sup> TfL Road danger reduction dashboard, page 6

This pattern is slightly different in central London, where high numbers of people walk and cycle alongside motor traffic. Here, four distinct peaks in collisions are observed throughout the day: the morning peak (08:00), the midday peak (12:00), the afternoon peak (18:00), and the evening peak (22:00).<sup>38</sup> These reflect traditional commuting periods, lunchtime movement and a notable late-evening peak associated with the night-time economy and increased footfall after dark. This continuous flow of activity – driven by work, tourism and leisure – results in more people mixing with more traffic across all hours.

**Casualties in central London in 2022-23 by hour of day**  
**Total deaths and serious injuries within Congestion Charging Zone**



<sup>38</sup> All data on this page: [TfL Road collision data extracts](#)

## Why are people being killed or seriously injured?

Police data shows that speed is one of the most critical factors for serious road collisions in London. Half of fatal collisions involving a motor vehicle (where a cause was known), speeding played a part:

- 41 per cent of these collisions had exceeded the speed limit recorded as a causal factor
- 26 per cent were due to travelling too fast for the conditions<sup>39</sup>

(Note: A single collision can have more than one cause, so these numbers can't be added together.)

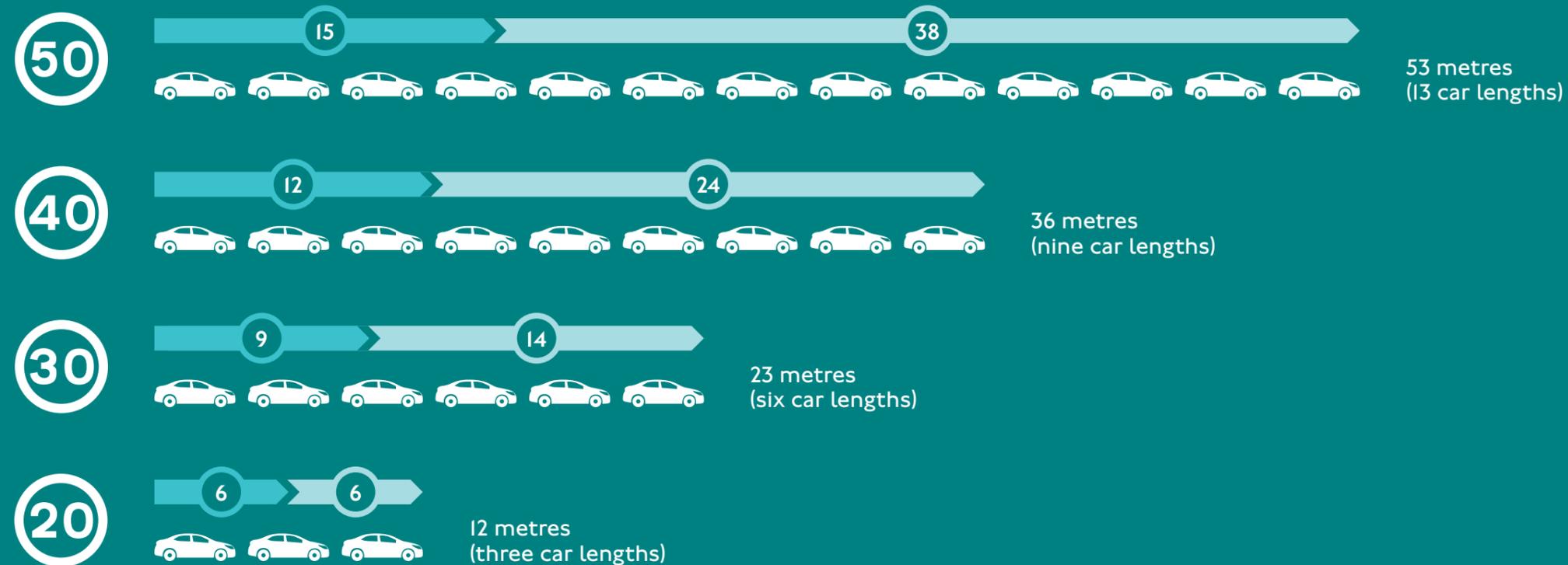
Data shows that a person struck by a vehicle at 30mph is nearly five times more likely to be killed than someone hit at 20mph. This increased risk is primarily due to reduced reaction time and longer stopping distances at higher speeds – rising from 12 metres at 20mph to 23 metres at 30mph, and 36 metres at 40mph.

Faster roads in London tend to carry more traffic and are more dangerous. In 2022-24, roads with 40mph and 50mph speed limits made up just five per cent of London's road network by length but accounted for approximately 17 per cent of fatal collisions. On these roads, footfall is very low but the risk is disproportionately high. Almost half (45 per cent) of those killed on these roads were people walking.

This shows the critical impact of speed-related behaviours on road safety and the importance of targeted interventions to reduce speeding.

<sup>39</sup> All data in this section: [TfL annual road casualty data reports](#) for 2024, pages 8-9; [Vision Zero action plan](#) (2018); [The Highway Code, Rule 126](#); [TfL Road danger reduction dashboard](#), page 2

### Speed and stopping distances (metres)



### Other risky behaviours

Dangerous and illegal actions also make our roads unsafe:

- 16 per cent of Londoners admit to using their phone while driving or riding<sup>40</sup>
- Almost 18 per cent of fatal collisions involving a motor vehicle (where a causal factor was identified) occurred, at least partially, due to impairment by drugs or alcohol:
  - > 10 per cent were linked to drug use (illicit or medicinal)
  - > 10 per cent were linked to alcohol use<sup>41</sup>

Driving without a licence or insurance, or while banned remains a concern. In the last three years, over 110,000 such offences were recorded.<sup>42</sup>

<sup>40</sup> Road danger reduction module: Customer survey 2024 – see [Vision Zero action plan 2 data annex](#)

<sup>41</sup> [TfL annual road casualty data reports](#) for 2024

<sup>42</sup> [Vision Zero enforcement dashboard](#)



We are targeting the most dangerous behaviours on the roads



We need to better understand road risk related to delivery drivers



## Spotlight on driving and riding for work

Driving and riding for work is often associated with additional risk factors such as fatigue, time-pressure and increased risk of vehicle wear and tear due to high mileage. The evidence-base for deaths and serious injuries involving someone driving or riding for work is limited. To address this, we applied and refined a methodology first developed by University College London to London data.<sup>43</sup> While the estimates are not precise, they offer a more realistic foundation than journey purpose data recorded in STATS19 (a police database of road traffic collisions that resulted in injury).

The results of this analysis indicate that the scale of harm is substantial.

We estimate that:

- Just under half (around 45 per cent) of all people killed or seriously injured on London's roads – approximately 1,700 each year – are harmed in collisions involving a working driver or rider
- Of these, roughly 1,450 are members of the public, not the person driving or riding for work
- Around 250 are the working drivers or riders themselves<sup>44</sup>

The Health and Safety Executive (HSE) deem driving and riding for work one of the most dangerous things workers will do.<sup>45</sup>



# 45%

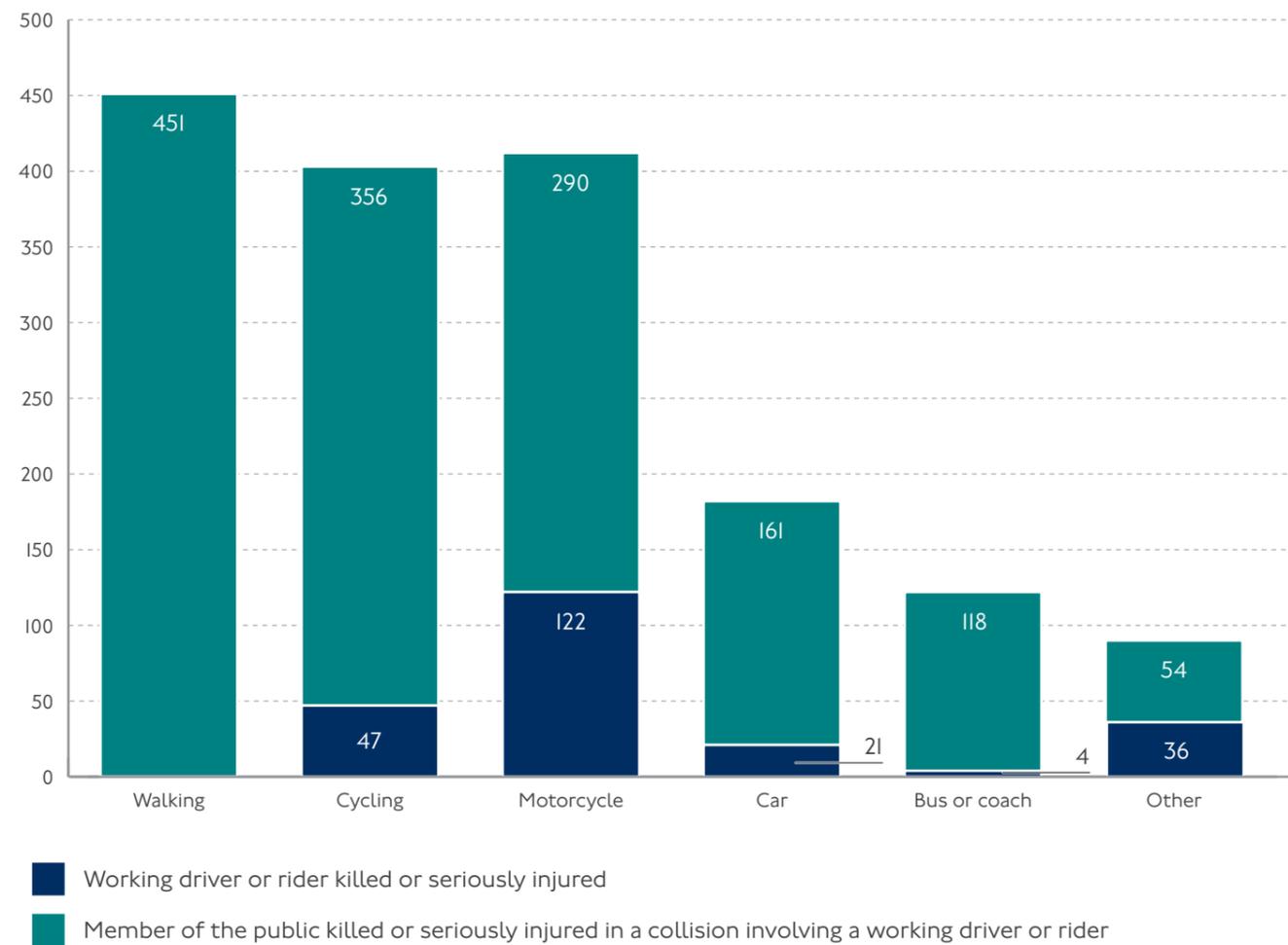
of all people killed or seriously injured on London's roads are harmed in collisions involving a working driver or rider

<sup>43</sup> [Driving and riding for work: the London picture data annex; UCL: Driving for work: A strategic review of risks...](#)

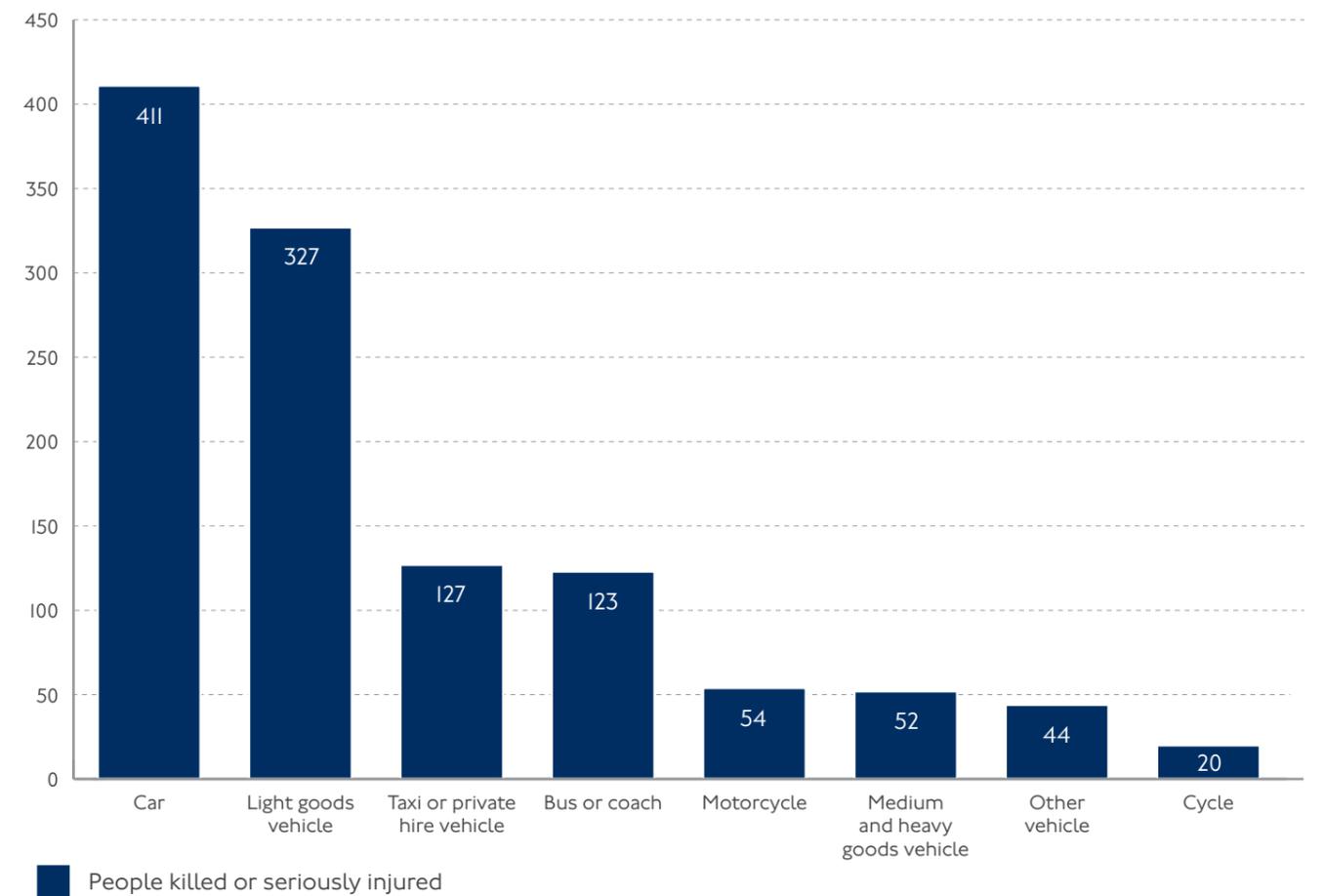
<sup>44</sup> [Driving and riding for work: the London picture data annex; Vision Zero action plan 2 data annex; A work-related trip or business travel is any journey for professional purposes, excluding the routine commute to and from a permanent workplace. This includes trips across sectors such as logistics, delivery, servicing and construction, as well as travel for activities like meetings, conferences, training and site visits](#)

<sup>45</sup> [HSE: Employers – driving and riding safely for work](#)

**Casualties in collisions involving a working driver or rider, by mode of travel<sup>46</sup>**  
**Annual average 2022-24 (estimated figures)**



**Vehicle type used by working drivers or riders involved in a collisions that kill or seriously injure members of the public**  
**Annual average 2022-24 (estimated figures)**



<sup>46</sup> All data on this page: [Driving and riding for work: the London picture data annex](#)



London's road network supports 23 million journeys every day

## The need to go further

The challenge ahead remains significant. London's vast road network spans over 20,000km and supports 23 million journeys every day.<sup>47</sup> Too many people are still being killed or seriously injured. We must do more – and do it together. It's time to double down on our efforts and accelerate progress.

Achieving Vision Zero will be a long and demanding journey. It will require sustained commitment, resources, and funding – from us and all our partners. But the progress so far proves that change is possible – and that every step forward saves lives.

<sup>47</sup> [TfL Travel in London 2025 – Active travel trends](#)

# From evidence to action

Outlining the core road safety challenges in London and the actions we will prioritise to tackle them

Our priorities by 2030 under this plan

## The challenge



Higher vehicle speeds lead to more frequent and more severe collisions

## Our vision

- Speed limits are appropriate to the mix of people and motor traffic
- Drivers and riders comply with speed limits

## Our priority actions to 2030

- Continue to roll out safe speed limits
- Renew and expand the safety camera network
- Explore ways to increase enforcement



Mixing motor vehicles and active travel increases risk  
Collisions are widely dispersed

- People feel safe to walk and cycle
- We invest to make large areas safer
- We protect the most vulnerable

- Make side roads safer
- Make high streets safe and successful
- Create evening streets and hospital zones
- Create more School Streets and Low Traffic Neighbourhoods
- Deliver more pedestrian crossings



Risky behaviours lead to harm

- We take swift and proportionate enforcement action against dangerous behaviour

- Increase dashcam and helmet camera reporting
- Tackle unregistered, uninsured and evasive drivers
- Tackle hit-and-run drivers

Our priorities by 2030 under this plan (continued)

The challenge



Cycling risk has fallen but collisions have risen

Our vision

We support safe cycle growth

Cycles are legal and safe

Our priority actions to 2030

Expand the cycle network

Improve e-bike legal compliance and safety

Deliver training and education



London's traffic is changing

We incentivise choosing the least harmful vehicles

We harness the latest technology

Reduce the risk posed by oversized vehicles

Prepare for automated vehicles

Deliver the Bus Safety Standard



Driving and riding for work is widespread and growing

Work-related road risk is managed to a high standard

Promote safer driving and riding for work

Make vans and goods vehicles safer

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# 03

## Our actions

How we will commit to making travel safer for everyone who lives, works in or visits London

# Safe speeds

Tackling a major contributory factor to deaths and serious injuries on London's roads

Implementing safe speed limits and expanding 20mph zones improve road safety and quality of life.<sup>48</sup> Slower speeds reduce the likelihood and severity of collisions, and make streets quieter and more attractive for people walking and cycling. Traffic calming, education, vehicle technology and ultimately enforcement help drivers and riders comply with the speed limit.

## Five measures to deliver safe speeds

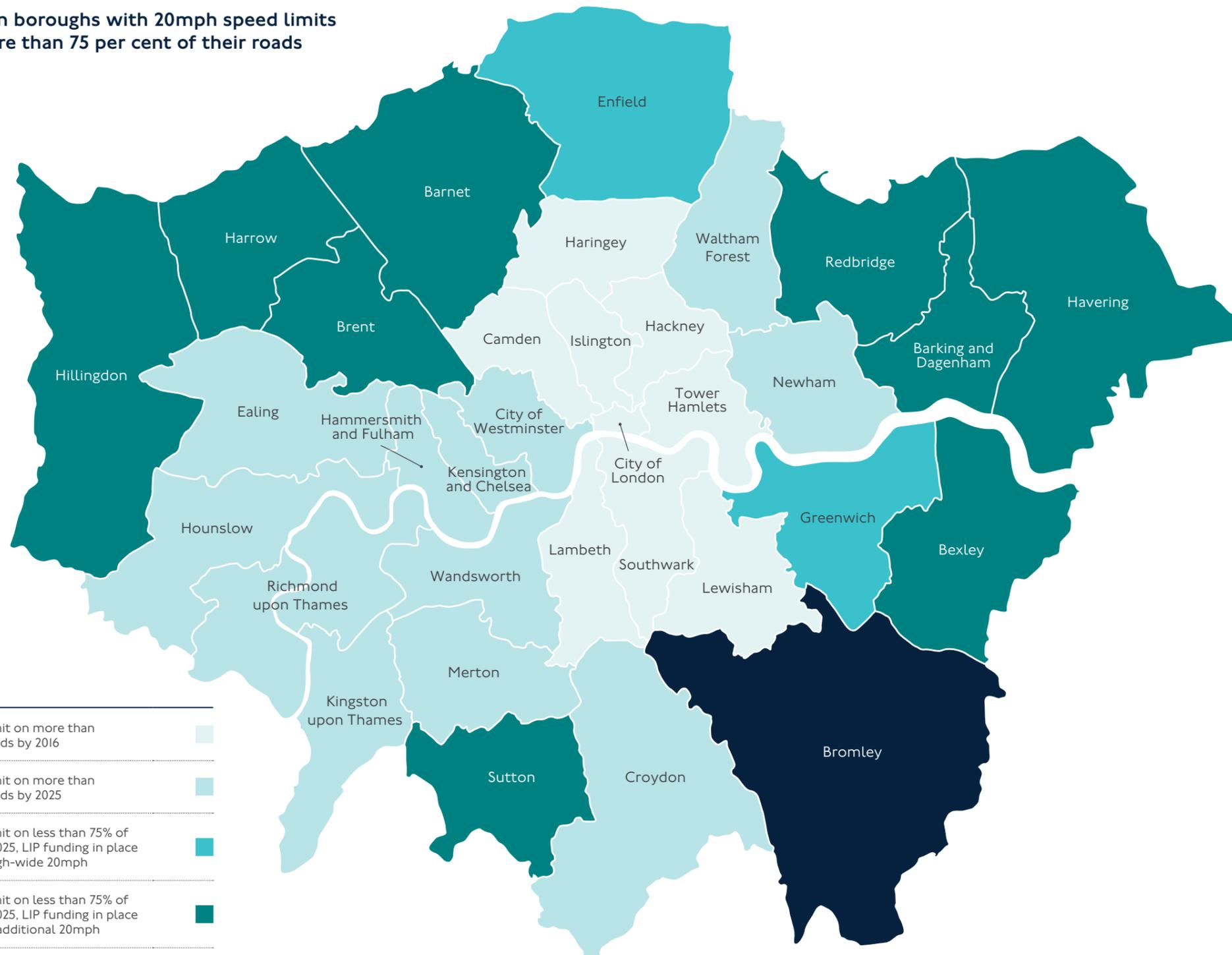


<sup>48</sup> [The benefits of 20mph in London](#)



20mph speed limits have expanded across London

**London boroughs with 20mph speed limits on more than 75 per cent of their roads**



**Key**

- 20mph limit on more than 75% of roads by 2016
- 20mph limit on more than 75% of roads by 2025
- 20mph limit on less than 75% of roads in 2025, LIP funding in place for borough-wide 20mph
- 20mph limit on less than 75% of roads in 2025, LIP funding in place for some additional 20mph
- 20mph limit on less than 75% of roads in 2025, no LIP funding requested for additional 20mph

**What works**

Slowing vehicle speeds leads to fewer collisions; and crashes occurring at lower speeds are substantially less likely to result in serious injury or death.

**21**

of London's 32 boroughs and the City of London now have a 20mph speed limit on more than 75% of their roads



**267km**

of roads on the TfL Road Network have had a 20mph speed limit introduced since 2018

London's local authorities started implementing 20mph speed limits in the 1980s. TfL's recent analysis of more than 150 20mph schemes on borough roads showed better collision outcomes for every injury category and every mode of travel examined – except motorcycle fatalities, where no change was observed. Schemes to implement 20mph speed limits on borough roads have led to 40 per cent fewer deaths, 34 per cent fewer people killed or seriously injured and 75 per cent fewer children killed.<sup>49</sup>

Since 2018, TfL has introduced 20mph speed limits on 267km of the TfL Road Network. Initial findings suggest that lowering the speed limits in the Congestion Charge zone led to 24 per cent fewer collisions resulting in death or serious injury.

These findings align with the 28 per cent reduction in casualties seen in the first year after the introduction of a national default 20mph speed limit in Wales in 2023.

#### Lowering speed limits on higher-speed roads

The higher the speed of the vehicle, the higher the risk someone involved in a collision will die.<sup>50</sup> Tackling higher speed roads can result in an increased safety benefit. In Norway, reducing speed limits from 80km/h (50mph) to 70km/h (43mph) led to 43 per cent fewer people killed and 35 per cent fewer people seriously injured.<sup>51</sup> In Helsinki, gradual decreasing speed limits and robust enforcement, among other road safety measures, resulted in a year without road deaths between July 2024 and July 2025.<sup>52</sup>



**75%**

fewer children killed on borough roads where a 20mph speed limit has been introduced, compared to before the change

**40%**

fewer people killed on borough roads with new 20mph limit compared to before the change



Average risk of death for people walking or cycling involved in a collision goes up as vehicle speed increases<sup>50</sup>

**6-10%**

risk of being killed when involved in a collision with a vehicle at 20mph



**20-85%**

risk of being killed when involved in a collision with a vehicle at 30mph



**45-100%**

risk of being killed when involved in a collision with a vehicle at 40mph



**75-100%**

risk of being killed when involved in a collision with a vehicle at 50mph



49 All data in this section: TfL Safe speeds: [The effectiveness of 20mph speed limits on borough roads](#); [Safest summer on Welsh roads, new statistics show](#)

50 For numerous articles on the link between speed and risk of fatality, see References, page 88

51 [Norwegian Centre for Transport Research: Changes of speed limits](#)

52 [TfL international case study: Vision Zero in Helsinki](#)



A 'signs and lines' approach improves speed limit compliance

### Compliance with speed limits

Safer vehicle speeds are delivered both by setting appropriate speed limits and by ensuring drivers and riders comply. A 'signs and lines' approach (updating the road signs and markings to change the speed limits) delivers quick and cost-effective safety benefits, which can be reinforced over time with more permanent infrastructure in areas of low compliance or high risk, particularly around schools, town centres and residential streets.<sup>53</sup>

To support lasting behaviour change and compliance with speed limits, education and awareness campaigns reinforce the reasons for lower speed limits, improving attitudes and supporting lasting behaviour change. In 2019, TfL launched the 'Watch your speed' campaign to change the culture around speeding. In consumer surveys, 78 per cent of people said the campaign made them reconsider their driving behaviour.<sup>54</sup>

Vehicle technology such as Intelligent Speed Assistance (ISA), which alerts or intervenes when drivers exceed the speed limit, can help reduce speeding and ensure compliance. Research by the University of Leeds found that ISA can reduce fatal collisions by up to 50 per cent.<sup>55</sup> Additionally, buses fitted with ISA have a positive effect on the speed of vehicles that follow closely behind. In a 20mph zone, the average speed of vehicles following an ISA-equipped bus reduced from 17.9mph to 16.8mph.<sup>56</sup>

Finally, enforcing speed limits helps create a culture of speed compliance. Enforcement involves amplifying the risk and perceived risk of being caught, swift sanctions, and appropriate penalties to deter high-risk behaviour.

**78%**

of people surveyed said TfL's 'Watch your speed' campaign made them reconsider their behaviour



<sup>53</sup> [Achieving lower speeds: the toolkit](#)

<sup>54</sup> [Watch Your Speed Campaign](#); [TfL Driving at safe speeds campaign](#)

<sup>55</sup> [Leeds University: Intelligent technology: reducing speeding and saving lives](#)

<sup>56</sup> [Intelligent Speed Assistance on London Buses](#)



## Case study: A10 speed enforcement works

TfL installed average speed cameras on the northern section of the A10 between the M25 and Southbury Road in response to people being killed or seriously injured in speed-related collisions along that stretch of road, coupled with persistent issues with car racing.

In the three years prior to installation, there were an average of seven serious injuries per year, with two fatalities in 2018. Since the camera system was installed in 2020, serious injuries have dropped considerably – to four in the first year; three in both 2021 and 2022; and one in each of 2023 and 2024. There have been no fatalities since the cameras were installed.

**‘Since the introduction of speed cameras, serious injuries have dropped and there have been no fatalities’**

Casualties resulting from collisions on A10 northern section (M25 to Southbury Road)<sup>57</sup>  
Total deaths and serious injuries



<sup>57</sup> TfL collision statistics database (CollStats)

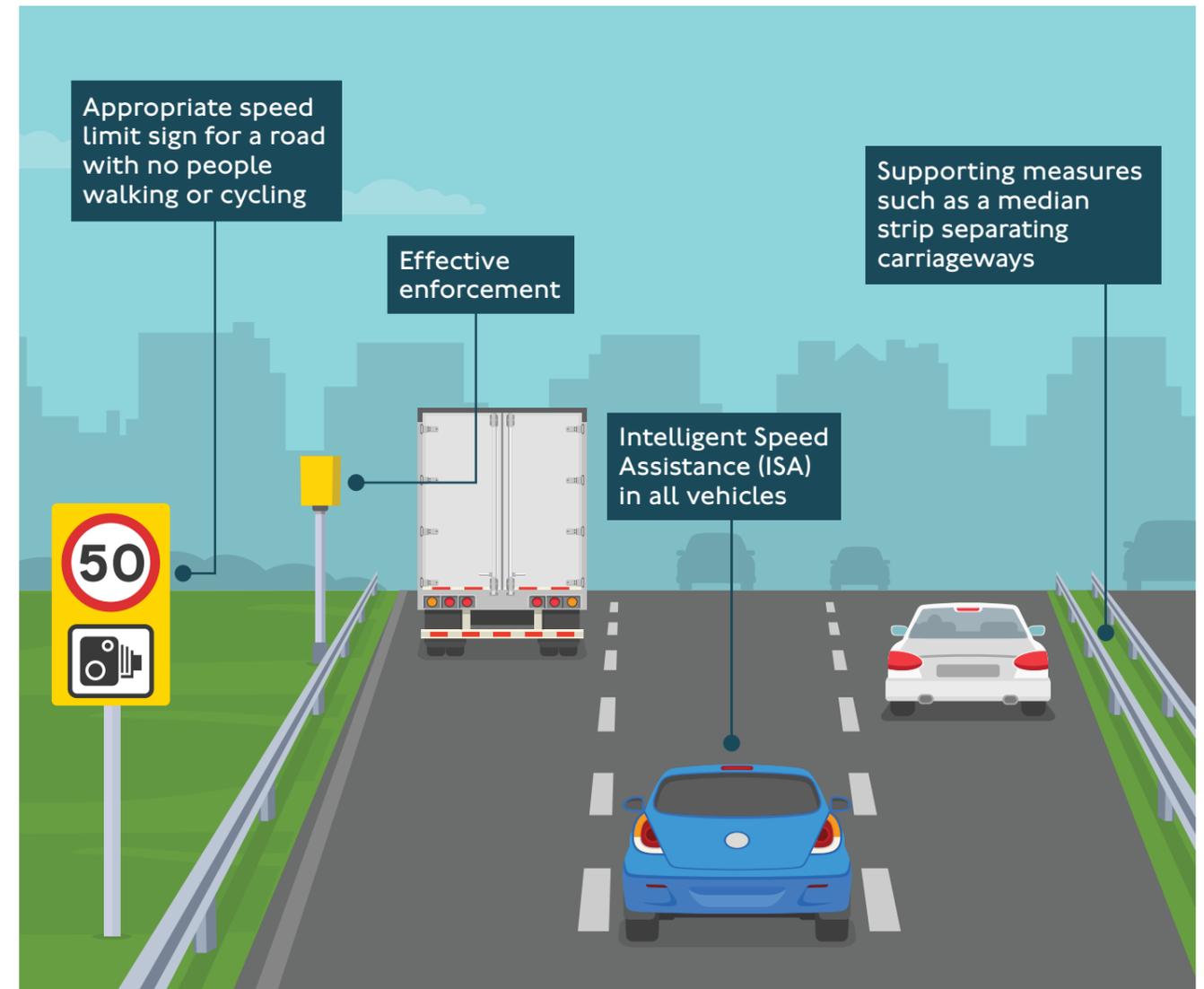
## What we are doing next

TfL is working in partnership with London's local authorities, the police, communities and other stakeholders to expand and enforce safe speed limits, particularly where the risk is greatest.

### Implement consistent safe speed limits Local roads



### High-speed roads



### Support London's local authorities to deliver 20mph

As of 2025, 52 per cent of roads in London have a 20mph speed limit, and two thirds of London's local authorities have a policy of a 20mph speed limit as the default on their roads. TfL has prioritised funding to support safer speeds, with a focus on cost-effective, area-wide schemes. TfL continues to support a default 20mph limits on London's roads and make the case to national government to make 20mph the default national urban speed limit.

### Tackle high-risk, high-speed roads

A small number of higher-speed strategic roads on the TfL Road Network, carrying high volumes of traffic and freight, see disproportionate numbers of fatalities. TfL will review speed limits and introduce safer speeds based on harm and consistency, so that a driver intuitively recognises the speed limit of a dual carriageway or high-capacity road wherever they are in London.

As part of these changes, the general principle is to set a maximum speed limit of 40mph on the TfL Road Network where there are adjoining residential buildings, side roads without traffic signals, or bus stops.

## 40mph

speed limit to be introduced on higher-speed, high-risk TfL roads with residential buildings, side roads without signals or bus stops



### Upgrade and expand the speed enforcement camera network

Alongside our broader enforcement strategy, we are committed to strengthening deterrence by upgrading and expanding London's safety camera network. This involves deploying the latest technology and expanding coverage to more high-risk locations.

Breaking the speed limit remains a criminal offence, enforced by the police. Improving speed compliance across London requires a coordinated approach across the partnership. London's local authorities, alongside TfL, the MPS and the City of London Police, will explore how a range of enforcement methods, innovative practices and targeted interventions could increase enforcement and support safer speeds on both borough roads and the TfL Road Network.



We are reviewing speed limits on strategic roads

## Next steps and actions

Action number	Action	Delivery leads	Details
1	20mph on borough roads	London's local authorities	More Londoners should benefit from the proven reduction in risk that 20mph speed limits bring. Progress will only be achieved by delivering more 20mph schemes across London local authority roads by 2030.
2	Set safe speed limits across the TfL Road Network	TfL	<p>TfL will ensure speed limits on the TfL Road Network are consistent, easy to comply with, and appropriate to the mix of road users and context. By 2035:</p> <ul style="list-style-type: none"> <li>• 20mph will be the default speed limit in central and all inner London</li> <li>• TfL will reduce speed limits on roads where people live, take public transport, or there are side roads without traffic signals, to a default maximum speed limit of 40mph</li> </ul> <p>To deliver this, TfL will lower the speed limit on at least a further 65km of the TfL Road Network by 2030, making over 80 per cent of its roads in central and inner London 20mph.</p>
3	Investigate new ways to discourage speeding	TfL, London's local authorities	London's local authorities, TfL, the MPS and the City of London police commit to working together to set out a road map to increase speed limit compliance on TfL and borough roads through enforcement, innovative new approaches and efficient deployment of resources. A joint action plan will be developed within 12 months.
4	Modernise and enhance the safety camera network	TfL	<p>Upgrade London's extensive safety camera network, investing in new technology that is effective and adaptable to future enforcement needs.</p> <p>Expand the number of safety cameras to at least 20 new locations, including areas with persistent community concerns, proven collision risk and excessive speeds.</p>
5	Pioneer innovative approaches to speed compliance	TfL, London's local authorities	<p>TfL will pilot using vehicle telematic and camera data to measure speed compliance across London, and investigate potential to produce a London speed compliance map to guide traffic-calming interventions.</p> <p>Richmond, Wandsworth and/or the City of London will pilot and share case studies which integrate traffic calming into road maintenance or resurfacing schemes.</p>

Action number	Action	Delivery leads	Details
6	Increase driver awareness of the human and criminal consequences (such as fines) of speeding	TfL	By 2028, TfL will refresh its speed behaviour change campaigns to underline the consequences of speeding.
7	Tackle risk and harm caused by speeding	TfL, Metropolitan Police Service	<p>Through the TfL and MPS partnership, we will maintain speed enforcement activity to deter and detect dangerous driving, ensuring that those who put others at risk face the full consequences of their actions. Our extensive safety camera network will be backed by robust systems to guarantee their effectiveness.</p> <p>From 2026, we will expand the role of Police Community Support Officers within the TfL-funded Road Danger Reduction Team, increasing their involvement in speed enforcement. This will include greater use of mobile safety cameras during peak periods, later in the evenings and at weekends, when risks are often higher.</p>

**We will work with the government to implement the following actions:**

Action	Details
Make 20mph the default urban speed limit	We urge the government to set 20mph as the default urban speed limit in England to improve safety, lower costs to public authorities and make compliance easier by setting clear expectations for drivers.
Unlock innovation in speed enforcement	We will work with the government to reform the Home Office Type Approval (HOTA) process for safety cameras to unlock innovation and efficiency while balancing the need for rigorous testing, for fair and effective enforcement which Londoners have confidence in.

# Safe streets

Designing our streets to prioritise sustainable travel and reduce dangerous interactions between people and vehicles

Over 80 per cent of journeys in London take place on our streets.<sup>58</sup> Our responsibility is to make those streets not just functional, but places where people feel welcome, protected and free from harm. People are killed or seriously injured most frequently where traffic mixes with high volumes of people walking, cycling or motorcycling.

‘To create safer streets, we must reduce traffic or separate where people and vehicles mix, and prioritise the movement of people over vehicles’

To create safer streets, we must reduce traffic, or separate where people and vehicles mix. Where separation is not possible, we must apply the latest street design, promote mode shift, and encourage behaviour change. This means prioritising the movement of people over vehicles in areas such as central London, on high streets and town centres, on our residential streets, and areas surrounding schools, parks and hospitals. We must make walking, cycling and bus travel, which pose less risk to others on our streets, more attractive and efficient to enable more people to change to these modes.

London’s collisions are widely dispersed, so the most cost-effective interventions need to be strategic and make a difference over large areas, not just in comparatively higher harm locations. Thinking about where and how traffic moves over wide areas is key to delivering safe streets and encouraging sustainable travel.

58 [Travel in London 2025 – Consolidated estimates of total travel and modal shares](#)



We are making streets more attractive for people who use them

## What works

To minimise collisions and conflict between people walking, cycling and driving we must reduce exposure to motor traffic. Our strategy is integrated: promoting greater use of public transport, walking and cycling will lead to motorised traffic falling, and therefore road danger will fall too. Where exposure remains, separating or improving key conflict points such as side roads, junctions and roundabouts delivers clear safety benefits.

TfL and London's local authorities will invest in schemes that are proven to increase safety. For 2025/26, TfL created a new £50m multi-year programme to enable boroughs to deliver complex safety schemes at the most dangerous locations.

There is strong evidence on what makes our streets safer:

- Reducing traffic is linked to fewer people being killed or seriously injured. In Oslo, policies to reduce traffic in the city led to zero people killed while walking or cycling in 2019 and 2023<sup>59</sup>

59 [Science Direct: Traffic accidents and the London Congestion Charge; TfL International case studies: Vision Zero in Oslo](#)

60 [BMJ: Low Traffic Neighbourhoods in London reduce road traffic injuries](#)

61 [Politico: Brussels findings on LTNs](#)

62 February 2026. The study by City of Westminster, the Chartered Institution of Highways and Transportation, and Norman Rourke Pryme shows that overall compliance with the Highway Code increased from just over 30% to over 80%

63 [University of Westminster: Cycling injury risk](#)

64 [TfL Getting to know School Streets \(2022\)](#)

- In London, Low Traffic Neighbourhoods (LTNs) have reduced the number of people killed or seriously injured by 37 per cent, and reduced risk across all modes without negative safety impacts on boundary roads<sup>60</sup>
- International comparisons show the benefits of rapid implementation of a network of LTNs. In Brussels, the city centre area, equivalent in size to Soho and the West End, was restricted to sustainable modes and local access. This led to 21 per cent fewer collisions in just one year<sup>61</sup>
- Emerging evidence from a trial by Westminster City Council has found that zebra markings at side roads substantially increase the proportion of drivers giving way to pedestrians, improving compliance with the Highway Code<sup>62</sup>
- Protected cycle lanes reduce injury risk for people cycling by 40-65 per cent<sup>63</sup>
- School Streets reduce traffic and vehicle conflicts at pick-up and drop-off times, cutting the risk of collisions near schools, and embed the habit of sustainable travel for the next generation<sup>64</sup>
- Planning tools such as car-free developments or controlled parking zones help reduce traffic volumes, reducing collisions

In London, concerted efforts from all partners have helped the city lead nationally and internationally in reducing road danger. This includes ongoing investment in our Safe and Healthy Streets Programme. The following case studies show success stories that we need to continually replicate.

## The most impactful interventions: Five borough actions to support Vision Zero



Implement safer speed limits of 20mph on residential streets



Promote and encourage safer ways to travel which pose less risk to other people on the roads



Lead by example in committing to eliminating casualties on our streets, through our own supply chains and fleets



Reduce motor traffic on local streets for safer, greener roads with cleaner air to protect children and people walking and cycling



Design streets with safety in mind, to help everyone get around the roads safely, and make active travel and public transport attractive



## Case study: Safer high streets – Lea Bridge Road

Lea Bridge Road is a lively destination that welcomes people with its blend of shops, restaurants and social spaces, helping to strengthen community ties and support the local economy. As part of the Mini-Holland Programme, the London Borough of Waltham Forest enhanced the area to promote walking and cycling.

Key improvements included 8km of fully segregated cycle lanes, upgrades to 52 side roads with newly designed crossings, improvements to seven major junctions and nine new pedestrian and cyclist-controlled crossings.<sup>65</sup>

<sup>65</sup> Post-implementation data: [TfL Road Safety Data Report Interactive Collisions Map](#) – the analysis covers 36 months of monitoring before and after implementation: 1 November 2016–31 October 2019, 1 January 2022–31 December 2024; Wider benefits data: [TfL Borough 3-year report](#)

Post-implementation monitoring showed:

**35%▼**  
fewer collisions (down from 233 to 151)

**39%▼**  
fewer casualties (down from 270 to 166)

**41%▼**  
fewer collisions resulting in death or serious injury (down from 34 to 20)

**70%▼**  
fewer collisions on side roads

### Wider benefits

## Traffic

reduced, making it easier to walk, shop and cycle in the area



**452**

businesses on or near Lea Bridge Road benefit from increased spending



**60%**

lower risk of injury to people cycling (down from 32.8 to 13.3 casualties per million km cycled)

### Safer high streets in Walthamstow





## Case study: Safer high streets – Stoke Newington Church Street

Stoke Newington Church Street is a busy high street in the London Borough of Hackney, popular with residents and visitors for its rich cultural and social life, as well as being an important street for bus services, and walking and cycling routes.

Historically, daily motor traffic was in excess of 10,000 vehicles, creating pollution and congestion while offering little economic value to local businesses. To address this, Hackney council created an LTN around the high street, with a modal filter permitting only buses, emergency vehicles and people walking and cycling to pass through from 07:00 to 19:00. Through motor traffic was restricted in the surrounding area.

Additional measures for people walking included raised tables on side-road entries with pedestrian priority, footway widening, tree planting and the addition of parklets.<sup>66</sup>

Post-implementation monitoring showed:

**60%▼**  
fewer collisions (down from 20 to eight)

**64%▼**  
fewer casualties (down from 25 to nine)

**100%▼**  
fewer collisions resulting in death or serious injury (down from one to none)

<sup>66</sup> Post-implementation data: [TfL Road Safety Data Report Interactive Collisions Map](#) – analysis covers 36 months of monitoring before and after implementation: 1 March 2017–29 February 2020, 1 January 2022–31 December 2024; Wider benefits data: [‘Walking and cycling up after Stoke Newington LTN’](#), [Spending up on Church Street...](#)

### Wider benefits

**60%**

reduction in motor traffic, making it easier to walk, shop and cycle in the area



**200%**

increase in spending using Mastercard post-pandemic compared to pre-pandemic



**14%**

lower risk of injury to people cycling (down from 2.8 to 2.4 casualties per million km cycled)



**16%**

increase in walking and 38% increase in cycling

### Safer high streets in Hackney





## Case study: Safer high streets – Bishopsgate

TfL transformed one of central London’s key routes to create a safer, more welcoming environment that prioritises walking and cycling. Bishopsgate is a major street in City of London, known for its mix of modern skyscrapers and older buildings, home to offices, restaurants and shops. The changes provided increased benefits while allowing flexibility for future, more comprehensive redesigns of Bishopsgate and surrounding streets.

A bus and cycle-only corridor was introduced, with new vehicle restrictions in place on weekdays from 07:00 to 19:00. The initiative aims to reduce motor traffic, allowing more space for active travel and improving bus service efficiency.<sup>67</sup>

<sup>67</sup> Post-implementation data: [TfL Road Safety Data Report Interactive Collisions Map](#) – the analysis covers 36 months of monitoring before and after implementation: 1 March 2017–29 February 2020, 1 January 2022–31 December 2024; Wider benefits data: [TfL Bishopsgate press release](#)

Post-implementation monitoring showed:

**39%▼**  
fewer collisions (down from 127 to 78)

**38%▼**  
fewer casualties (down from 138 to 86)

**4%▼**  
fewer collisions resulting in death or serious injury (down from 27 to 26)

### Wider benefits

## Traffic

reduced, making it easier to walk, shop and cycle in the area



**7,500**

people cycling along the road every day, along with an increase in people walking



**40%**

lower risk of injury to people cycling (down from 6 to 3.6 casualties per million km cycled)



**Bus**

journey times have improved since the scheme was introduced

### Safer high streets in the City of London





## Case study: Expanding the cycle network

**431km**

of cycle routes implemented as part of London's strategic cycle network by 2025



**70%**

of Londoners feel safer cycling after the introduction of cycleways on their route



**40-65%**

reduction in risk to people cycling on protected cycle routes



**1 in 3**

cycle journeys in London are made using the strategic cycle network

TfL and London's local authorities have worked in close partnership to rapidly expand the strategic cycle network across London. Totalling over 431km, up from 90km in 2016, the network now reaches most of London's local authorities, with more cycleways connecting outer London town centres and other key destinations.

This network of protected cycle routes on busy roads and quieter sections where people cycling can mix with motorised traffic is central to our strategy to make cycling safer.

Cycleways support a third of all cycle journeys across London. The vast majority (85 per cent) of cycling casualties happen off the cycleway network. Protected cycle routes have been linked to a 40 to 65 per cent reduction in cycling risk.<sup>68</sup>

This is also reflected in customer surveys with increased perception of safety. Most frequent users of cycleways (76 per cent) report feeling safe while cycling on cycleways, compared to only 40 per cent on other roads or paths. Seventy per cent of Londoners using cycleways agree feeling safer after the introduction of a cycleway, with only five per cent disagreeing.<sup>69</sup>

**'Protected cycle routes on busy roads and quieter sections where people cycling can mix with motorised traffic are central to our strategy to make cycling safer'**

Expanding the network, alongside other interventions to reduce the dominance of motorised traffic, is key to reducing road danger and growing cycling and we will work together to accelerate the roll out of cycleways across London, increasing the pace of delivery after 2030.

<sup>68</sup> [University of Westminster: Cycling injury risk in London: Impacts of road characteristics and infrastructure](#)

<sup>69</sup> [TfL Travel in London 2025 – Active travel trends](#)

## What we are doing next

Together, we will focus our investment on the most cost-effective area-wide interventions such as lower speed limits, reducing motor traffic on local streets and timed closures. We will work together to provide greater separation between people and motor vehicles at locations across London, particularly in higher-risk locations such as high streets and at junctions.

### Enhancing Highway Code compliance at side roads

Side road junctions without traffic signals, where vehicles turn across the path of people walking and cycling, are the most common location for deaths and serious injuries to occur. TfL will review the national and international evidence from on-street trials and explore design interventions to strengthen pedestrian priority and improve Highway Code compliance at side roads. This will include piloting zebra crossings on side roads on the TfL Road Network, aiming to improve driver yielding at side roads and provide clear priority to people walking.

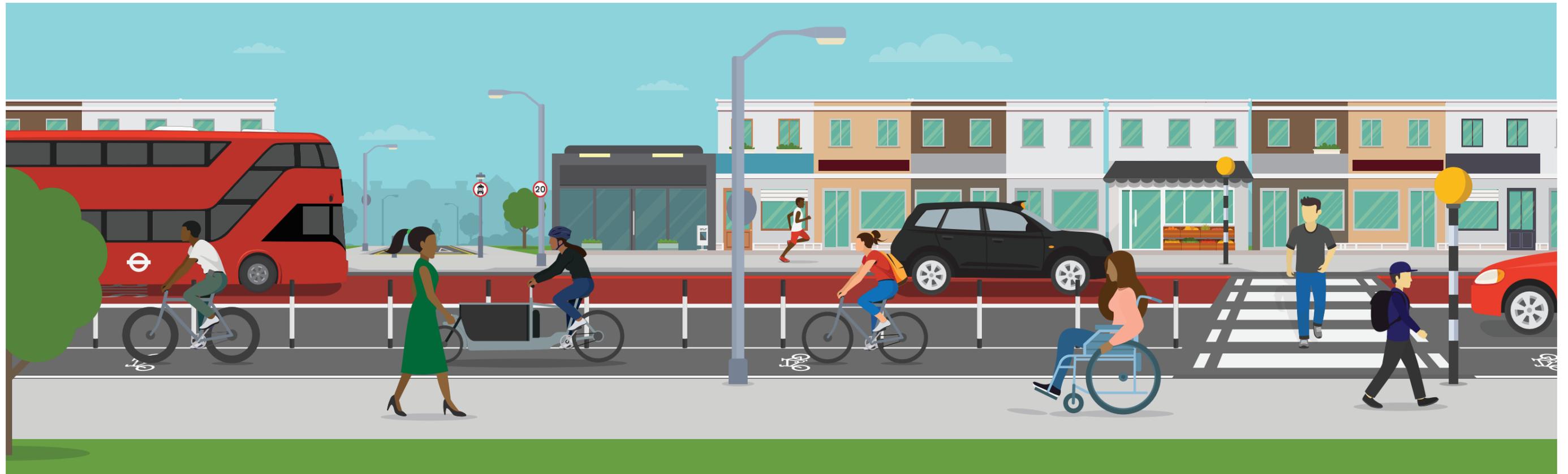
### Safe and successful high streets

Almost half (46 per cent) of all deaths and serious injuries in London occur on high streets. On high streets, high volumes of people walking are exposed to traffic (including traffic turning into side roads). We know what makes high streets safer – as shown in the illustration on the following page – and so TfL and London's local authorities will work closely together to invest in at least eight safer high streets to make them safe and successful.



We are making side road junctions safer by design

## Key features of a safer high street



A safe high street must reduce the sources of harm to everyone while maintaining the essential movement required for it to function. Reducing or removing private motor traffic is the most effective way to reduce danger. Freight is essential but the impact of loading and servicing on other users should be minimised through encouraging uses of smaller and non-motorised vehicles, with access for larger vehicles limited in time and space. Priority should be given to the safe and efficient movements of people walking, cycling and public transport.

### Traffic volumes are low

- ☑ Daytime access for buses and cycles only where possible
- ☑ Road space reduced, maximum of single traffic lane per direction
- ☑ Side road access closed to motor traffic where possible
- ☑ Parking provision limited to essential provision (such as Blue Badge holders)

### Speeds are low

- ☑ Speed limit is 20mph
- ☑ Street is designed for low speeds

### People walking are prioritised

- ☑ Footways are wide
- ☑ Side road redesign reinforces pedestrian priority
- ☑ Crossings on all arms of junctions
- ☑ Frequent signal-controlled or zebra crossings

### Enables people of all ages to cycle

- ☑ Through motor traffic restricted where possible
- ☑ Protected cycle routes where traffic flows are higher
- ☑ Cycling segregated in time or space at junctions

### Public transport is accessible and efficient

- ☑ Infrastructure prioritises buses
- ☑ Accessible bus stops

### Freight is managed well

- ☑ On-street deliveries and servicing are minimised, and restricted or consolidated where feasible
- ☑ Plentiful, well-located parking for sustainable last-mile options (such as cargo bikes)
- ☑ Loading bays do not create conflicts with cycle or bus movements



We are delivering new and upgraded road crossings

### Walking, cycling and bus priority streets

Flagship schemes such as the pedestrianisation of The Strand, and bus and cycle streets such as Bishopsgate and Stoke Newington Church Street, demonstrate that it is possible to create vibrant, people-first places by removing general traffic. This can deliver complementary benefits such as reducing bus journey times, making sustainable modes more attractive.

Streets can become more people-focused by designing other motor traffic out, by restricting it to times when fewer people are walking or cycling, or by reducing through-traffic (such as Low Traffic Neighbourhoods).

### Expanding access to the cycle network

Cycle-friendly streets are essential to sustain growth in cycle journeys. Investment in the strategic cycle network will make safer cycling available to millions more Londoners. We will expand high-quality routes into more areas, so the proportion of Londoners living within 400 metres increases from 29 per cent in 2024 to 55 per cent by 2035. This will enable more people to choose cycling as a safe, healthy and sustainable way to travel.

### Reallocating road space

London's local authorities will work with TfL and use existing guidance to influence the demand for vehicles on the streets through parking policy, such as expanding controlled parking zones, reallocating space for cycle parking or parklets (small roadside green spaces for public use), exploring new approaches to freight loading and making alternative ways to travel, such as buses, more attractive.

# 200

more School Streets to be delivered by 2030, including School Streets for secondary schools



### Deliver 1,000 new crossings

We will deliver 1,000 new or upgraded road crossings across London, to prioritise walking at junctions, improve accessibility for disabled and older people, and support safer, more reliable journeys for buses.

### Optimising London's traffic signals

TfL is modernising how the network operates. New traffic signal technology will enable us to prioritise walking, cycling and bus journeys at junctions with smart sensors monitoring traffic composition and numbers of pedestrians and cyclists. This means, for the first time, TfL can prioritise journeys for people walking, cycling and taking the bus in real time and will give London the world's most advanced traffic management system. This will be used to improve bus performance, increase road safety and target congestion hotspots.

### Applying the safe system to bus stations

TfL has developed new bus station design principles and will publish supporting design guidance. Together with research into desire lines and behaviours at bus stations, this will support TfL's programme to improve bus station layouts, to deliver the highest safety standards while supporting efficient and welcoming environments.

## Next steps and actions

Action number	Action	Delivery leads	Details
8	Focused investment in safer streets	TfL, London's local authorities	TfL and the boroughs will continue to invest at least £150m each year in safer streets to 2030, with projects targeting locations on London's roads with the greatest risk. This will include supporting safer speed limits, segregated infrastructure to enhance safety of those travelling by bike and on foot, safe high streets, safer junctions, pedestrian crossings and school streets.
9	Make safe cycling available to millions more Londoners	TfL, London's local authorities	Significantly increase the reach of the cycle network, with a near doubling from 29 per cent of Londoners living within 400 metres of the strategic cycle network in 2024 to 55 per cent by 2035.
10	Reduce risk and conflict at side roads	TfL	Building on the lessons from Westminster, TfL will review research and explore design interventions, including piloting side road zebras on the TfL Road Network by 2028, to enhance pedestrian priority and Highway Code compliance at side roads.
11	Make London high streets safe and successful	TfL, London's local authorities	<p>Transform our high streets and make them safer and more accessible by reducing collision risk through measures including:</p> <ul style="list-style-type: none"> <li>• Closing or introducing priority crossings at side roads</li> <li>• Separating people and vehicles – adding places to cross for people walking, and providing cycling infrastructure that encourages more people to travel sustainably</li> <li>• Reinforcing speed limits through traffic calming</li> <li>• Reducing motor traffic and introducing bus and cycle-only corridors, which support safer, sustainable travel</li> </ul> <p>We will roll out this new place-based approach by delivering at least eight safer high streets by 2030.</p>
12	Deliver the Oxford Street pedestrianisation consultation results	TfL	Following consideration of the consultation and any subsequent decision to pedestrianise Oxford Street, deliver phase I by the end of 2026, to help create a safer, more pleasant experience for people visiting London's biggest high street, where people can shop, dine, and gather in comfort and safety.
13	Deliver 1,000 new pedestrian crossings	TfL, London's local authorities	Increase safety for people walking by delivering 1,000 new zebra or signalised pedestrian crossings by 2031, on routes to schools, near bus stops, and on busy roads.

Action number	Action	Delivery leads	Details
14	Protect children with 1,000 School Streets and zones	London's local authorities	Deliver 200 more School Streets by 2030, and expand to secondary schools, bringing the total number of School Streets in London to 1,000. School Streets significantly reduce traffic volumes and risk where there are the greatest numbers of school children, as well as encouraging active and sustainable travel to and from school.
15	Protect people from motor traffic with timed safety restrictions	TfL, London's local authorities	Build on the success of four new pilots for timed safety restrictions in cultural and hospitality districts to support the night-time economy and reduce risk to people exposed to motor traffic ('Evening Streets').  Work with boroughs to support the NHS in reducing motor traffic around hospitals to reduce road risk and improve air quality.
16	Use smart network management to give more capacity to sustainable transport	TfL	Continue to roll out new 'Fusion' traffic signal technology to use the road network more efficiently, improving journey times by five to 14 per cent. This includes trialling AI smart sensors to give Fusion a rich understanding of network usage by mode, enabling better timing decisions and a new bus priority system. Together these will improve the journey experience of our bus passengers and those walking and cycling. Making sustainable modes more attractive will help reduce motor traffic in central London.
17	Ensure parking and kerbside space supports safe, efficient and sustainable travel	TfL, London's local authorities	TfL and London's local authorities will work together to manage kerbside space in ways that balance access, safety and sustainability – prioritising walking, cycling, and public transport. We will achieve this through measures such as: <ul style="list-style-type: none"> <li>• Expanding controlled parking zones where appropriate</li> <li>• Managing demand for parking in high-pressure areas</li> <li>• Exploring workplace parking levies</li> <li>• Introducing more bike parking, parklets, and shared-use spaces</li> <li>• Improving freight loading arrangements, including booking systems where suitable</li> </ul> As a standard principle, future schemes will rationalise loading and reduce parking in bus lanes on the TfL Road Network to reduce overtaking risks and improve bus performance, making sustainable travel more attractive.
18	Further improve bus station safety	TfL	By April 2026, TfL will have completed work to improve customer experience and safety at nine staffed bus stations through the Bus Station Layout Programme. Improvements are planned for 21 further bus stations to be completed by 2030.

# Safe vehicles

Reducing risk through new technology, better design and safer choices

We want to encourage Londoners to use more sustainable modes of travel. The Mayor's Transport Strategy sets the goal that 80 per cent of trips in London will be made using sustainable modes (public transport, walking or cycling) by 2041. The motorised journeys that remain – whether private or for freight and servicing – must be safe. Achieving this requires embracing emerging technologies, promoting better vehicle design, and encouraging a shift to safer modes to ensure London's transport mix is well-integrated, safe, accessible and ready for the future.

## What works

We must reduce the risk motor vehicles pose to people walking, cycling and motorcycling. We do this by analysing how harm occurs, using data to guide action and develop interventions, and promoting new safety technologies. We work with partners to improve vehicle design and technology, use legal powers and procurement tools to drive change, and advise national government on regulating emerging transport modes. By staying ahead of new trends, we can help create safer vehicles and streets across London. London is at the forefront worldwide in driving safer vehicle technologies.

### Direct Vision Standard (DVS)

TfL and London's local authorities came together in 2019 to launch the DVS and safety permit scheme for heavy goods vehicles (HGVs) over 12 tonnes. Since then, on average six fewer people walking, cycling or motorcycling have been killed and 21 fewer people have been seriously injured each year in collisions involving HGVs.<sup>70</sup>

The scheme is supported by enforcement teams who ensure that required safety equipment is properly installed and maintained, helping make deliveries across London safer. Following the tightening of requirements in 2024, working with London's local authorities, TfL will continue to monitor its impact and consider ways to incentivise operators to use vehicles with the highest possible DVS star rating.

The DVS is a world-first initiative that has influenced European regulations, and cities such as Manchester and New York are now exploring similar approaches.

<sup>70</sup> [TfL: Vulnerable Road Users deaths and serious injuries in collisions with HGVs fall 50 per cent under Mayor's lorry safety scheme](#)



Better visibility for HGV drivers reduces risk for other road users

### Bus Safety Standard

This specifies safety requirements for new buses entering service in London, both ahead of and in addition to regulation. The first suite of safety requirements was introduced in 2019, with subsequent requirements added in 2021 and 2024. They include technology to assist drivers, such as Intelligent Speed Assistance (ISA), and improved direct and indirect vision including camera monitoring systems that replace wing mirrors.

The standard also includes measures to mitigate the severity of a collision such as enhanced front end geometry and impact protection; occupant protection to minimise injury to passengers and drivers; and technology to help other road users avoid a collision such as an Acoustic Vehicle Alerting System for quiet-running buses.

### Regulating e-scooters

Trial rental e-scooters are speed-limited and go through strict safety checks, making them much safer than private e-scooters. In London, 0.0004 per cent of rental trips resulted in a serious injury. Rental schemes are the only legal way to ride e-scooters in public spaces. Private e-scooters are illegal to ride on public roads and are not regulated, which makes them more dangerous for both riders and others.<sup>71</sup>

## What we are doing next

### Acting on the potential of new and emerging modes and trends

Advances in technology are ushering in a new generation of vehicles and services – from automated vehicles and automated passenger services on the near horizon, to smaller, lighter and slower quadricycles ('micro-cars'). The wider adoption of automated last-mile solutions, such as pavement-delivery robots, is not far behind.

We will work with national government and other stakeholders to ensure the introduction of new transport technologies is safe, evidence-based and aligned with London's goals. Working in partnership, TfL and London's local authorities will use data-led evaluation to guide their rollout and ensure they deliver real safety benefits.

### Promote safe modal and vehicle choices

We will support and incentivise a shift to active travel and public transport wherever possible – including cargo bikes for freight and servicing operators. We will work with freight and servicing operators to identify the safest vehicle options – in terms of both technology and mode – and incentivise their adoption as the smart choice.

We will continue to research the impact of the largest SUV private vehicles in London. This will involve analysing the safety risks posed by oversized cars and defining the category more clearly.

For journeys that cannot be made by alternative modes, we will explore opportunities to re-time them outside peak hours, or to consolidate trips to reduce overall volumes, to improve the efficiency and safety of travel across London.

### Driving forward regulation to make vehicles as safe as possible

The success of the DVS and working with industry and other partners demonstrates the effectiveness of targeted vehicle safety interventions. We will further reduce risk through new and existing powers, such as regulating pedicabs, and urging national government to strengthen national regulation, including adopting European General Safety Regulation standards for cars and addressing e-scooter and e-cycle safety.

The English Devolution and Community Empowerment Bill proposes a regulatory framework for micromobility rental services. If passed, together with associated regulations, we will use these powers to license and regulate micromobility rental schemes in London. We will support safe, accessible delivery of these schemes by providing parking on the TfL Road Network where appropriate, and support boroughs to deliver parking through Local Implementation Plan funding.

### Bus Safety Standard 2

TfL is developing phase 2 of the Bus Safety Standard, continuing to innovate while delivering the safest buses. Phase 2 will cover new vehicle safety requirements for buses entering service from 2027.

'We will use data-led evaluation to ensure new transport technologies deliver real safety benefits'

An ergonomic and user-friendly cab design is a key area of focus and is a critical part of delivering a safe and secure bus network; supporting safer driving as well as ensuring the safety of bus drivers. TfL is working closely with the bus industry to develop the new safety requirements and will publish our roadmap in 2026.

### Tackling unsafe and illegal e-bikes and e-scooters

We will work with industry to explore ways to encourage the use of safe and EAPC-compliant e-bikes. The MPS will tackle illegal e-bikes and e-scooters as part of its crime-fighting priorities. These vehicles are increasingly used in dangerous riding and in organised thefts and robberies, as well as creating risk on the roads.

<sup>71</sup> [London e-scooter rental trial – Phase 2 report findings: PACTS: The safety of private e-scooters in the UK](#)

## Next steps and actions

Action number	Action	Delivery leads	Details
19	Lead new thinking to make London's freight vehicles the safest in the world	TfL	<p>Building on the success of DVS, identify further vehicle technology opportunities and formally review DVS Phase 2 Progressive Safe System requirements by 2028, and consider ways to incentivise operators to shift to vehicles with the highest possible DVS star rating.</p> <p>By 2027, identify opportunities to further improve the safety of vans and goods vehicles.</p> <p>Review benefits of exempting CLOCS Champions or FORS Silver-equivalent accredited operators from the current embargo on mobile crane abnormal loads.</p>
20	Continue the roll out of London's world-leading safer bus designs, with 70 per cent of the bus fleet meeting the Bus Safety Standard (for the point at which they enter the fleet) by 2030, and the entire fleet by 2035	TfL	<p>Achieve 100 per cent ISA coverage across the bus fleet by 2031 by introducing new vehicles and retrofitting older vehicles. Require compliance with the Bus Safety Standard on all new vehicles, adding to the 2,600 that already meet it.</p> <p>Publish phase 2 of the Bus Safety Standard in 2026, with the first set of requirements for new vehicles entering the fleet from 2027. Continue to investigate how technological innovations, including connected and automated vehicle technology, can further help with casualty reduction.</p> <p>Deliver the detailed actions in the Bus safety strategy and Bus action plan and develop the next phase of the Bus Safety Standard for new requirements in 2027, 2030 and 2033.</p>
21	Address the risk posed by oversized cars	TfL, London's local authorities	<p>Cars in London are getting larger, heavier and less safe. This reduces road space available for other vehicles and road users, including reducing passing distances and increasing risk for cyclists, as well as reducing visibility of people walking, particularly children.</p> <p>TfL will complete analysis to better understand the safety risk and impacts posed by oversized SUVs to understand what action could be taken at different levels of government.</p>
22	Tackle illegal e-bikes/unregistered e-motorcycles	TfL, London's local authorities, Metropolitan Police Service	<p>We will work to address the use of unsafe and non-road-legal e-bikes and e-motorcycles. In collaboration with the London Fire Brigade (LFB) and industry partners, we will deliver clear messaging, provide guidance and signposting to safe alternatives, and explore incentives to encourage the adoption of bikes that comply with EAPC standards and legal requirements.</p> <p>Expand the scope of TfL's Meal and grocery delivery motorcycle road safety charter to include e-bikes and pedal cycles as well as motorcycles.</p>

Action number	Action	Delivery leads	Details
23	Remove unsafe and illegal e-bikes and private e-scooters from the roads	Metropolitan Police Service	The MPS will undertake robust enforcement against these unsafe vehicles which create risk on the roads and are involved in wider criminality. Enforcement actions include roadside stops, seizures, use of live facial recognition and increased police patrols.
24	Retime freight trips outside peak times to make walking and cycling safer	London's local authorities	By 2027, investigate a reduction in hours of control to understand whether it could improve safety outcomes.
25	Develop safe and easy alternatives to motor vehicles, including micromobility schemes	TfL	<p>Manage micromobility vehicle rental schemes in a way that meets the needs of all Londoners by:</p> <ul style="list-style-type: none"> <li>• Regulating micromobility vehicle rental schemes, including e-bike schemes, to drive high standards (once the English Devolution and Community Empowerment Bill and associated regulations have come into force)</li> <li>• Identifying and providing parking spaces for micromobility vehicle rental schemes on the TfL Road Network, where they are appropriate and suitable</li> <li>• Supporting boroughs in providing parking spaces for micromobility vehicle rental schemes</li> </ul>

**We will work with the government to implement the following actions:**

Action	Details
Mandate safer vehicle standards	We welcome the government's consultation on mandating 18 new safety technologies under the Great Britain type approval scheme, and its ambition to maximise the safety benefits of advanced driver assistance systems. We will support this process and continue to advocate for the adoption of additional life-saving technologies.
Regulate e-scooters	We will work with national government to regulate low-speed, zero-emission vehicles (LZEV) and devices, such as e-scooters and pavement delivery robots.
Crack down on illegal e-bikes/unregistered e-motorcycles	We will work with national government to introduce secondary legislation to stop the sale of unsafe e-bike components and uncertified batteries, strengthen online marketplace accountability, empower regulators to issue fines, and provide Trading Standards with resources for enforcement. Prohibit the sale of unsafe e-bike conversion kits and introduce tighter regulations governing the sale and marketing of off-road e-bikes.

# Safe behaviours

## Building a culture of safe and responsible behaviour on London's roads

We all have a role to play in creating a culture of respect and responsibility on London's roads. Safe roads start with safe choices. Whether it's choosing not to drive while tired, resisting the urge to check a mobile phone, or staying within speed limits, every decision helps protect lives. Together, we can build a culture where safe and responsible behaviour is the norm, and every journey contributes to a better future.

'Safe roads start with safe choices – every decision helps protect lives'

72 [More than 1,000 London schools have struck 'Gold' with TfL programme](#)

73 TfL quarterly marketing evaluation tracker (17 Nov – 2 Dec 2025). Sample: 521 respondents identifying as drivers (car, van, motorcycle) in the past 12 months: 61 per cent strongly agreed with the statement 'As a driver I have a responsibility to protect road users more at risk than me, particularly pedestrians and cyclists'

### What works

#### Education

Education is essential to fostering safer road behaviour. Explaining why speeding, distraction or impaired driving are dangerous, not just illegal, encourages people to make safer choices.

- TfL's Travel for Life: our programme for schools supports children from early years through to higher education, equipping young people with the tools and knowledge to travel to school safely and sustainably. By 2025, more than 1,000 schools had achieved Gold accreditation, either reducing car travel to and from school by six per cent, or making 90 per cent of journeys to and from school on sustainable transport<sup>72</sup>
- Campaigns and communications: Recent campaigns in London have focused on protecting road users, including educating people about key rules in the Highway Code; and the 'Riders' campaign, which asks drivers to 'take another look' for cyclists and motorcyclists. Survey results show that 61 per cent of drivers agree they have a responsibility to protect road users more at risk than themselves<sup>73</sup>



Education is essential to creating a safer future for London

- Road user training: 90 per cent of Londoners who complete cycle training say they feel more confident cycling in London.<sup>74</sup> TfL's free training equips people riding cycles and motorcycles with the confidence, skills and knowledge to navigate urban environments and keep themselves and others safe. This is currently not adequately provided by the national curriculum or motorcycle licensing requirements

### Enforcement

The MPS take a tiered enforcement approach to tackle risky behaviours, as outlined in the previous plan. This strategy blends education, engagement, and enforcement to promote safer choices and reduce harm on London's roads.

Working closely with TfL and partners, the MPS focuses on prevention to drive compliance, while also delivering a clear message to drivers and the wider public about unacceptable behaviour. Where necessary, this is supported by robust enforcement and prosecution of criminal, dangerous and reckless road use.

The partnership between TfL and the MPS has been independently commended for its impact on road safety outcomes, in particular noting good intelligence-led deployment to highest-risk areas and targeting repeat offenders who are a disproportionate danger on the roads.<sup>75</sup>

Recent research by the Parliamentary Advisory Council for Transport Safety (PACTS) confirmed that increased enforcement leads to fewer fatal and serious injury collisions, with evidence drawn from over 100 studies.<sup>76</sup> Enforcement is most effective when it targets the 'fatal four' offences: speeding, driving under the influence of drink or drugs, not wearing a seatbelt, and using a mobile phone.

These findings align with the principles of deterrence theory, which emphasise that what works is:

- Severity: The punishment must be proportionate and impactful
- Swiftly: Enforcement must be quick to reinforce consequences
- Certainty: There must be a high likelihood that violations will be detected and penalised

Together, these principles support a robust enforcement strategy that enhances compliance and contributes to safer roads for all.

## What we are doing next

### Investing in our young people

Working together with our partners, we will deliver consistent road safety education to encourage active and safe travel for young Londoners. This will include targeting schools in deprived areas as part of the TfL Travel for Life schools programme and maintaining 1,000 Gold-accredited schools in 2025/26.

### Fostering a culture of responsibility on our road network

Despite increasing recognition of road danger marketing, sadly 83 per cent of Londoners still feel that death and serious injuries on the road network are inevitable. We will continue to deliver campaigns that aim to address this culture of inevitability, as well as the highest-risk behaviours and modes. Sharing toolkits with borough colleagues and stakeholders will ensure that consistent campaign messages reach many of our key audiences across London.

### Cracking down on high-risk offenders and evasion

Deliberate evasion of road-traffic enforcement – including the use of false or illegally fitted number plates, organised attempts to avoid Notices of Intended Prosecution, and failing to stop after a

collision – directly undermines road safety. It weakens effective enforcement, reduces accountability, and denies victims timely justice. Addressing this type of high-risk offending is essential to reducing deaths and serious injuries on London's roads and to maintaining public confidence in the justice system. We will therefore take a targeted and robust approach to identifying and tackling enforcement evasion.

### Expanding the reach of police enforcement

Too many Londoners still believe they won't be caught breaking road traffic laws.<sup>77</sup> To challenge this perception and address poor road-user behaviour, we will expand public reporting capacity, making it easier for people to submit evidence of dangerous driving using dashcams and helmet cameras. This supports a culture of zero-tolerance for reckless behaviour.

While police officers cannot be everywhere, the public can play an important role in identifying risk and supporting enforcement. Intelligence-led policing already targets the highest-risk road users, and public reporting helps to bridge remaining gaps.

With around a third of drivers now using in-vehicle or wearable cameras, there is growing potential to strengthen accountability, remove the most dangerous drivers from London's roads, and contribute to safer streets and stronger community confidence.

<sup>74</sup> Independent [Cycle Confident](#) survey, 1 April 2021 to 31 March 2022, sample size: 7,933

<sup>75</sup> In 2020, Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services recognised the TfL and MPS partnership's contribution to its call for evidence, for demonstrating the importance of continuous evaluation and learning in improving road safety outcomes

<sup>76</sup> [PACTS: Roads policing and its contribution to road safety](#)

<sup>77</sup> TfL annual Road Danger Reduction Pulse Survey, (6 Jan – 1 Feb 2025). Sample: 600 respondents identifying as Drivers (car, van): 40 per cent said they believed drivers would be caught for 'knowingly breaking any law applying to drivers'



We are improving bus driver hazard awareness training

Footage submitted online is helping to build a clearer picture of high-risk behaviours, locations and individuals. We want to grow our enforcement capability and make it clear to drivers that unsafe driving will be caught and dealt with. By empowering the public to report dangerous behaviour, we are not only expanding our enforcement reach, we are also fostering a culture where safety is prioritised and risk is rejected.

TfL's funding will support the MPS Roads and Transport Policing Command's new operating model by providing for a London Road Danger Reduction Team, of police officers and civilian staff, to deliver a step change in enforcing criminal, dangerous and reckless road user behaviour. This team will increase proactive traffic enforcement, building on MPS business-as-usual activity.

#### **Investing in the latest technology**

Investing in and trialling new technology to help reduce road danger and improve enforcement is essential. Emerging innovations now offer alternative solutions to traditional methods of tackling these issues. By embracing these advancements, we can better identify risk patterns, enforce compliance, and ultimately create safer roads for everyone. Trialling new technology also ensures we stay ahead of evolving challenges and continuously improve our approach to reducing the risk these behaviours bring to our roads.

78 Brake: [Mobile phone use while driving, Seat belts and passive safety systems](#)

79 2025 SoMoCo research for TfL: handrail use rose from 84 per cent of passengers pre-intervention to 96 per cent post-intervention. Sample size: 884 passengers



**15%**

increase in use of stair handrails on buses was shown in a trial of safety messaging technology

Distracted driver camera schemes enable the police and other agencies, through the use of artificial intelligence, to identify drivers who break the law through activities such as using a mobile phone while driving or failing to wear a seatbelt. Drivers who talk on phones, both hands-free and hand-held, are four times more likely to be in a crash resulting in injuries, and researchers have found a correlation between phone use and culpability in crashes.<sup>78</sup> We also know that wearing a seatbelt halves the chances of dying in a collision.

TfL is exploring the use of virtual reality and a bus simulator to introduce a new way of training bus drivers on hazard awareness. These approaches maximise time and effectiveness while minimising risk exposure during training. Our bus customer injuries innovation workstream is trialling technologies to reduce slips, trips and falls on buses. For example, a trial of sensor-initiated 'hold the handrail' messaging has shown positive influence on customers using the stairs, with stairwell handrail use up 15 per cent.<sup>79</sup>

## Next steps and actions

Action number	Action	Delivery leads	Details
26	Target high-risk offenders and evasion	Metropolitan Police Service	<p>Increase the focus on those who create danger and deliberately evade detection by:</p> <ul style="list-style-type: none"> <li>• Strengthening enforcement against illegal number plates: targeting the use of ghost and cloned plates and other unlawful modifications designed to evade traffic enforcement and police detection</li> <li>• Cracking down on unregistered and uninsured vehicles: undertaking robust enforcement to remove unsafe vehicles and drivers from the roads</li> <li>• Investigating organised evasion schemes: tackling illegal practices such as NIP farms, where intermediaries re-route, delay, or substitute Notices of Intended Prosecution to evade accountability</li> <li>• Developing a joint MPS/TfL hit-and-run strategy by 2027: Confronting the most egregious form of evasion – leaving the scene – which denies victims immediate assistance and evidence-gathering, and often signals culpability of more serious criminality</li> </ul>
27	Harness community vigilance and action	TfL, Metropolitan Police Service	Through the TfL and MPS partnership and funding, we will improve systems and reporting standards, seeking to expand police capacity to investigate more public reports of unsafe driving leading to more action against those who put others at risk.
28	Strengthen powers to tackle road racing	TfL, Metropolitan Police Service, London's local authorities	Explore a London-wide injunction against illegal car meets and road racing.
29	Enhance policing activity to reduce road danger	Metropolitan Police Service	Launching in 2026, a dedicated London Road Danger Reduction team of nearly 200 officers, funded by TfL, will work to deliver a step change in enforcement. The team will focus on priority offences that pose the greatest risks to public safety, including speeding, drink and drug driving, mobile phone use, careless and dangerous driving, unregistered or uninsured vehicles, unlicensed drivers, red light violations and seatbelt offences.

Action number	Action	Delivery leads	Details
30	Trial and evaluate emerging enforcement technologies	TfL, Metropolitan Police Service	<p>By 2027, we will commence trials of innovative roadside enforcement technologies to build a robust evidence base on their effectiveness in detecting and deterring priority offences. This programme will include:</p> <ul style="list-style-type: none"> <li>• Distracted driver detection technology to identify offences such as mobile phone use, failure to wear seatbelts, and other careless driving behaviours</li> <li>• Illegal number plate recognition technology to detect and address non-compliant or fraudulent plates</li> <li>• Enhanced roadside drug-testing technology capable of screening for a broader range of illegal substances, including ketamine</li> </ul> <p>These trials will be rigorously evaluated to assess their impact on road danger reduction and to inform future investment and deployment across London.</p>
31	Teach young Londoners the safest ways to travel	TfL, London's local authorities	<p>Deliver consistent road safety education to encourage safe active travel for young Londoners, including targeting schools in deprived areas through the Schools Travel for Life programme, and maintain 1,000 Gold-accredited schools in 2026/27.</p>
32	Improve motorcycle training	TfL	<p>Develop and deliver a new effective and sustainable motorcycle training strategy by 2026/27.</p>
33	Teach drivers to look out for riders	TfL	<p>Focus on delivering improved safety for those who ride by asking drivers to 'look out for' cyclists and motorcyclists in our marketing campaigns.</p>

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**We will work with the government to implement the following actions:**

<b>Action</b>	<b>Details</b>
Raise motorcycle licensing standards	<p>We welcome the government's plans to consult on reforms to Category A motorcycle licensing in Great Britain, aimed at encouraging more riders to progress beyond compulsory basic training (CBT) and provisional licences to full licences, improving skills, confidence and safety – especially for riders delivering goods.</p> <p>We will support this work and advocate for a safety-focused review of motorcycle licensing, as well as a wider review of the L-category framework to ensure it is suitable for emerging vehicle technologies and keeps safety at its core.</p>
Crack down on illegal number plates	<p>We welcome new measures to target the growing problem of illegal number plates and will continue to ask the government to reform the number plate system and supply chain, tackling rogue suppliers and giving police powers to seize vehicles.</p>

# Driving and riding for work

Ensuring that people and companies who work in London's freight and servicing industry operate safely and efficiently

Freight and servicing are vital to keeping London running – from delivering goods and removing waste to supporting essential infrastructure. Their importance to the city's daily life cannot be overstated, nor can the need for these operations to be carried out safely and sustainably.

We estimate that work-related journeys may account for approximately half of all vehicle mileage in the city.<sup>80</sup> For many operators, the use of motorised vehicles will remain essential due to the nature of their operations. As private motorised travel declines, the proportion of work-related journeys is expected to rise.

This makes it more important than ever to address the risks associated with driving and riding for work. We must work together with industry and national government to ensure these essential services operate safely and efficiently.

## What works

### Strong health and safety management saves lives

Robust health and safety management – including risk assessments, implementation of safe systems of work, and provision of training – are proven to reduce harm. Since the Health and Safety at Work etc Act 1974, fatal workplace accidents in the UK have fallen by nearly 80 per cent, with targeted regulations like the Work at Height Regulations 2005 halving fall-related deaths.<sup>81</sup>

Yet work-related road risk is currently not treated with the same rigour by industry or by regulators. This must change if we are to meaningfully reduce collisions.

<sup>80</sup> [Driving and riding for work: the London picture data annex](#); Estimate based on DfT vehicle mileage data and aligned with the methodology we used to estimate work-related collisions in London

<sup>81</sup> [50 years of the Health and Safety at Work Act](#); [Why the Work at Height Regulations must be saved](#)



We will apply the highest safety standards for working drivers

Best-practice standards play a vital role. They turn regulation into clear, practical steps and help organisations go beyond compliance. Companies that have adopted schemes such as the Fleet Operator Recognition Scheme (FORS) and Driving for Better Business have reported fewer collisions, better safety outcomes, and lower insurance costs – proving that raising the bar works.<sup>82</sup>

#### **Industry engagement**

Requiring FORS Gold (or equivalent) accreditation for suppliers has lifted standards and embedded a culture of continuous improvement across TfL's supply chain.

Through active industry collaboration, we are helping shape safer practices across industry: for example, initiatives like the TfL Meal and grocery delivery company motorcycle road safety charter, and associated bi-annual industry forum, have increased road safety awareness and improved engagement in the food delivery economy.<sup>83</sup>

### **What we are doing next**

#### **Strengthening the evidence-base**

Our ongoing objective is to strengthen the evidence-base around work-related casualties on the roads to better inform policy, support the effective targeting of interventions, and enable robust performance monitoring.

#### **Advocating for legal reform**

Compared to other high-risk work activities, the legal and regulatory framework for managing work-related road risk is less specific and less robust. This gap fosters a poor safety culture and reinforces the misconception that driving or riding for work is primarily the responsibility of individual workers – no different from private road users – rather than a corporate duty of care.

The emergence of new business models, the gig economy, and flexible ways of working have further exposed critical weaknesses in the current regulatory system. Legal reform is essential. This means introducing clearer reporting requirements and consistent enforcement of health and safety law for work-related road traffic collisions, shifting the focus away from individuals alone.

It also requires defined accountability for parties operating within the gig economy and better integration of road risk management into existing health and safety frameworks, aligning it with other high-risk work activities. Work-related road risk must be treated with the same rigour and accountability as any other workplace health and safety risks.

#### **Raising and broadening standards**

London's freight and servicing industry needs the tools to manage driving and riding for work to the highest possible standard. To support this, we will work with industry to define what best practice looks like and collaborate on developing practical guidance on how to achieve it. Building on the success of FORS, we will drive continuous improvement – setting evolving standards that keep pace with industry innovation and technological change. Crucially, we will ensure standards are accessible, relevant and compelling to a wider audience, no matter the sector, employment model or size of the enterprise.

#### **Promoting awareness and adoption of best practice**

Our goal is to ensure that all companies operating in London's freight and servicing industry fully understand how to mitigate the risks of driving or riding for work, are aware of their legal responsibilities and adopt best practice safety standards. To achieve this, we will engage with industry stakeholders, raise awareness of work-related road risk and actively promote the widespread adoption of proven safety practices.

**'Companies that have adopted best-practice schemes such as FORS and Driving for Better Business have reported fewer collisions, better safety outcomes and lower insurance costs'**

<sup>82</sup> [FORS Case Studies; Driving for Better Business Case Studies](#)

<sup>83</sup> [Meal and grocery delivery motorcycle road safety charter](#)

## Next steps and actions

Action number	Action	Delivery leads	Details
34	Improve freight safety standards in borough procurement	London's local authorities	All borough procurement contracts and planning standards will specify FORS Silver (or equivalent) and Construction Logistics and Community Safety (CLOCS) by 2030.
35	Promote safer driving and riding for work	TfL, London's local authorities	By 2027, engage industry and businesses to raise awareness of work-related road risk and promote adoption of best practice.
36	Broaden best practice standards	TfL	By 2030, publish best practice work-related road risk management standards for all industries, business models, and modes – particularly focusing on standards for smaller vehicles such as vans, cars, motorcycles and bicycles.
37	Improve the evidence-base	TfL	By 2027, build a robust, measurable evidence-base for work-related road risk in London to inform targeted interventions and policy.

## We will work with the government to implement the following actions:

Action	Details
Improve regulation of driving and riding for work	<p>We welcome the Department for Transport's commitment to pilot a national work-related road safety charter for businesses whose operations require people to drive or ride, and we will support them in delivering it.</p> <p>We will also continue to work with national government to improve the reporting and investigation of work-related traffic collisions; strengthen accountability for platform companies that engage self-employed contractors in the gig economy; and develop dedicated health and safety regulations for work-related road risk.</p>

# Post-collision response and victim support

Supporting people after a serious road collision is a core part of building a transport system that values every life

While preventing collisions is our primary goal, we also recognise that when they do occur, they leave behind deep and lasting impacts. Families lose loved ones, survivors face life-altering injuries, trauma and legal complexities. We must respond with compassion, fairness, and care when things go wrong.

Road victims deserve the same level of support and recognition as victims of other serious incidents. This is a matter of justice, dignity and public trust.

A world-leading post-collision response must include:

- Support for victims and their families – offering timely trauma-informed care and practical help to those affected by serious road traffic collisions
- Justice and accountability – ensuring thorough investigations and appropriate consequences for those who cause harm through dangerous or reckless behaviour
- Evidence and learning – using data, technology and best practice to identify risks and prevent future collisions



**339**

road collision victims referred to London Road Victim Support service in two-year pilot scheme

## What works

### Victim support services

In November 2023, TfL and the Mayor's Office for Policing and Crime (MOPAC) launched a pilot Road Victim Support service in London, delivered in partnership with the MPS, Brake and RoadPeace – organisations that specialised in supporting road collision victims. This was a major step forward in recognising the need for early, coordinated and trauma-informed care, which recognises the signs, symptoms and wide-reaching negative impacts of harmful or life-threatening experiences on individuals and communities.<sup>84</sup>

<sup>84</sup> [National government working definition of trauma-informed practice](#)



We will listen to and support road collision victims



The Sarah Hope Line supports victims of serious incidents

The pilot aimed to significantly improve the support available to victims and families following fatal and life-changing collisions on London’s roads. It also introduced, for the first time in London, a direct referral system from police officers into specialist support, ensuring that victims were not left to navigate complex systems alone. It offered:

- Dedicated London-based caseworkers through Brake, who provided trauma-informed emotional and practical support in the immediate aftermath of an incident, including help navigating the justice system and accessing specialist services
- Longer-term care from London peer-support groups
- Flexible access including in-person, telephone and online support
- A direct police referral into the service, ensuring early and proactive contact with victims at the point of need, reducing the burden on families during a time of crisis

During the two-year pilot, 339 people were referred to the service, with service users consistently providing positive feedback on the quality and impact of the support they received through an independent evaluation. The pilot marked a major shift in the number of people accessing timely care and highlighted the powerful role of face-to-face support and shared experience in the healing process.

The pilot was a successful proof of concept, and together with our partners, we remain committed to supporting victims of road traffic collisions with tailored support when it is needed.

Building on the success of the pilot, TfL and the Mayor’s Office for Policing and Crime are now co-funding a new Road Victim Support service for a further three years, running until 2028. Launched on 1 November 2025, the service is delivered by Brake and facilitated by the Metropolitan Police Service, with dedicated caseworkers providing tailored emotional and practical support. Brake is also working with Child Bereavement UK to offer specialist help to children and young people affected by fatal or life-threatening collisions.

The lessons and positive outcomes from the pilot have directly shaped this long-term service, ensuring that victims and families in London continue to receive high-quality, timely support when it is needed most’.

#### **The Sarah Hope Line**

We are also committed to responding compassionately to serious incidents on our public transport services. Launched in 2016, TfL’s Sarah Hope Line provides dedicated, confidential support to people involved in, or affected by, life-changing or traumatic incidents on the public transport network in London.

Over the past decade, the Sarah Hope Line's dedicated team has provided comprehensive help and support to hundreds of individuals, including those directly injured, bereaved families and witnesses to serious incidents.

The Sarah Hope Line team works in partnership with specialist external organisations to ensure that anyone affected by a life-changing incident has access to expert counselling, advocacy, and practical support.

## What we are doing next

### Improving collision investigations

Achieving Vision Zero requires a fundamental shift in how we respond to serious road collisions – one that accelerates and standardises our investigative approach. High-quality investigations are essential to this shift. They not only establish accountability and deliver justice, but also reveal the systemic weaknesses that enable serious and fatal collisions to occur.

Each fatal or life-changing collision represents a wider system failure. These events must no longer be seen as isolated incidents but as critical opportunities to learn, improve and prevent future harm. By strengthening the speed, quality and consistency of our investigative processes, we can build a more reliable understanding of root causes, identify recurring patterns and deliver targeted, evidence-based interventions that save lives.

To achieve this, we must increase the capacity of our investigative teams and enhance the systems that support them; aligning people, processes and resources to ensure timely, robust and effective collision investigations.

### Strengthening investigative capacity

The complexity of modern road collisions, often involving multiple vehicles, digital evidence, and other road users, requires a specialist investigative response. The MPS will prioritise resourcing for its Serious Collision Investigation Unit to ensure that every fatal and serious injury case is led by detectives with advanced training in forensic reconstruction, digital data analysis, and trauma-informed engagement.

With greater detective capacity, investigations can be completed more swiftly and thoroughly, reducing the risk of missed evidence and enabling earlier identification of systemic safety issues. It also enables more consistent and compassionate engagement with victims' families. Long delays, particularly when trials take years to reach court, can cause significant anguish, prolong trauma and erode trust in the justice process.

Increasing investigative capacity helps prevent these lengthy waits, supports families through clearer and more regular communication, and strengthens confidence that every serious collision is handled with sensitivity, transparency and

a genuine commitment to learning and prevention. Investing in detective capacity is a critical step toward embedding a culture of learning and continuous improvement within collision investigation, ensuring that every serious incident contributes to a safer, more just transport system.

### Preventing future collisions

To prevent future collisions, we must go beyond post-collision analysis and embrace proactive data-driven approaches that harness new technologies, such as AI-capable cameras and vehicle telematics. We are learning from authorities like Transport for West Midlands, who are using new technologies to analyse near-miss data, road risk information and collision trends. This proactive approach would enable us to target interventions where the risk is greatest, before harm happens, rather than reacting to tragedies once they have occurred. We will explore the use of near-miss data from AI-enabled cameras and vehicle telematics to develop a predictive risk model.

This model would enable us to identify high-risk locations before collisions occur, enabling smarter, targeted investment in infrastructure and interventions. It would also reshape how we design and evaluate safety schemes, moving from post-collision analysis to proactive risk reduction, and ensuring that every pound spent delivers maximum impact in preventing harm.

By integrating this data into its investment programme, TfL can better prioritise resources and interventions to address the root causes of road danger, reducing the likelihood of future collisions. The way TfL designs and measure the success of schemes can also be improved, by designing out common high-risk conflicts (such as near misses around a turn), as well as making collisions resulting in death and serious injury thankfully rarer.

### Tackling high-risk and repeat offenders

TfL will work closely with our criminal justice and judicial partners to address serious and serial offenders. This includes raising awareness of the risks posed by repeat offenders, encouraging consistent application of the law to reduce re-offending, and supporting measures to remove drivers with more than 12 penalty points from the road.

We will also continue to fund dedicated officers in a new Road Danger Reduction team, as well as a dedicated team based in TfL's control centre. This team will operate 24 hours a day, every day of the week, to manage the road network and minimise the impact of incidents and unplanned events. Officers will support provision and analysis of transport-specific crime and traffic enforcement data. Furthermore, TfL is procuring a third-party specialist provider to enforce parking and loading contraventions on the TfL Road Network following the Metropolitan Police Service's decision to stop this activity.

### Embedding victim support services

We are committing to providing an enhanced victim support service in London beyond the end of the current contract in 2028. Post-collision support is not only a safety measure, it reflects our values and shows that we truly care about the people behind the statistics.

By embedding trauma-informed, person-centred care into our Vision Zero action plan, we can help honour every life affected by road trauma and build a transport system that is safer, fairer and more compassionate.

‘Post-collision support is not only a safety measure – it reflects our values and shows we care about the people behind the statistics’

### Putting victims at the heart of collision investigation

The MPS recognises the critical importance of high-quality, timely collision investigations to avoid compounding the pain and suffering of bereaved families and seriously injured victims. Delays, resourcing pressures or investigative errors undermine public confidence in both the police and the wider criminal justice system. The MPS will work to strengthen the investigation of the most serious collisions by improving specialist investigative capacity, ensuring timely and high-quality investigations, providing appropriate family liaison and victim support, and working with partners to address forensic investigator shortages.

### The Sarah Hope Line

TfL is committed to continuing to respond compassionately to serious incidents on public transport services through the Sarah Hope Line. Its dedicated teams will continue to ensure that people get the help they deserve. TfL will also continue to work in partnership with organisations that can provide further specialised support.

### Establish governance and accountability

To deliver Vision Zero effectively, we will formalise governance through a new multi-agency Vision Zero Oversight Group. This group will bring together TfL, the Metropolitan Police Service and input from London’s local authorities to coordinate delivery, share learning and ensure accountability for progress. Strong governance will help us act decisively and transparently.



TfL has dedicated staff to provide support to victims

## Next steps and actions

Action number	Action	Delivery lead	Details
38	Accelerate and standardise collision investigations	Metropolitan Police Service	Accelerate and standardise fatal and serious investigations with a focus on speed, quality and consistency by aligning resources from the MPS Serious Collision Investigation Unit and Forensic Collision Investigation Unit with strategic road safety objectives by achieving full headcount and reducing investigation time.
39	Support victims	TfL, Mayor's Office for Policing and Crime, Metropolitan Police Service	<p>Embed and sustain the London Roads Victim Support Service for those affected by fatal or the most serious injury collisions. Ensure continuity of support beyond November 2028.</p> <p>Continue to raise awareness of the Sarah Hope Line, a support service for people involved in, or affected by, a life-changing or traumatic incident on the TfL public transport network.</p>
40	Put victims at the heart of collision investigation	Metropolitan Police Service	<p>Throughout 2026 the MPS will continue its work to strengthen the way the most catastrophic collisions are investigated by:</p> <ul style="list-style-type: none"> <li>Increasing the efficiency and effectiveness of specialist investigators to improve capacity and resilience</li> <li>Ensuring access to family liaison officers when appropriate and offering a referral to bespoke victim support services for the most serious collisions, to provide care and guidance throughout the process</li> <li>Ensuring investigations are conducted promptly and to the highest standards, delivering accountability and reassurance for victims and their families</li> <li>Working with partners to address the shortage of forensic collision investigators and put in place short-term measures to mitigate the impact</li> </ul>
41	Tackle high risk and repeat offenders	TfL, Metropolitan Police Service	<p>Engage criminal justice and judicial system partners to further Vision Zero aims.</p> <p>Promote and raise awareness of the risk of serious and serial offenders on London's roads.</p> <p>Encourage partners to apply the law in such a way that reduces repeat offending and remove drivers with over 12 penalty points from the road.</p>

Action number	Action	Delivery lead	Details
42	Harness new data sources and technologies	TfL	Investigate and implement near-miss data analysis from AI-capable cameras and vehicle telematics to identify high-risk areas. Explore development of a predictive risk model which uses near-miss data, as well as previous harm, to guide interventions and inform investment decisions. Leverage the potential of these technologies to change how we design schemes and measure scheme benefits.
43	Establish a new governance and accountability group	TfL	Establish multi-agency Vision Zero Oversight Group by formalising governance between TfL, MPS and London's local authorities for coordinated delivery and accountability of Vision Zero.

**We will work with the government to implement the following actions:**

Action	Details
Establish a Road Safety Investigation Branch	We look forward to working with the government on its plans to establish a dedicated Road Safety Investigation Branch (RSIB) to independently investigate serious road collisions, identify systemic risks, and drive evidence-based improvements nationally. This will shift the focus to prevention, ensure consistent national learning and help address root causes.
Establish a national road victim support service	We recognise the progress on post-collision support within the national strategy; however, we will continue to advocate for a nationally funded support service that ensures consistent care for all victims across the UK, irrespective of whether a criminal offence has been committed.

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# 04

## Delivering the plan

Our commitment to setting clear targets, strong governance and tracking our progress

# Working together and holding ourselves to account

We will only achieve our Vision Zero goals through a collaborative approach that responds to evolving challenges

## Accountability and reporting on progress

Successfully delivering our Vision Zero action plan across TfL, London's local authorities and the MPS requires robust governance and transparent reporting. Progress will be tracked through robust internal oversight and independent external scrutiny, ensuring actions are delivered and outcomes are achieved.

To successfully deliver Vision Zero, all three partners must remain fully committed to the activities and vision outlined in this document. To strengthen accountability, a new Vision Zero Oversight Group will be established. This group will meet twice a year, bringing together senior leaders from across the partnership to oversee action delivery, monitor progress against our overarching targets and our safety performance indicators, and foster a culture of continuous improvement and shared learning.

National government plays a vital role in reducing road danger and we welcome the 2026 national road safety strategy. As part of the Vision Zero partnership, we will work closely with the government to build a robust evidence base and carry out detailed analysis of emerging urban road safety risks. This collaboration will enable the partnership to identify and advocate for the most effective strategies to reduce harm.

Vision Zero also cannot be achieved without the support and scrutiny of our external partners through the Vision Zero Reference Group and the Vision Zero Enforcement Reference Group. These forums meet twice a year to bring together stakeholders who are experts in road danger and represent people who use our streets every day, including victims of road danger. Their insight, challenge and advocacy have been invaluable in shaping this plan and will remain essential in guiding us toward the shared vision of safer streets for all.

As part of the TfL Safety, health and environment annual report, we will publish an annual update on progress towards delivering the actions in this plan, as well as performance against the targets and indicators outlined below.



Enforcement is vital to achieving our Vision Zero ambition

## Collective action and continued collaboration

We have made considerable strides towards Vision Zero in London. Through effective collaboration, TfL, London's local authorities, the MPS, our stakeholders and industry have delivered real change and led the way nationally in reducing road danger. The number of people killed on London's roads fell by 19 per cent in 2024 compared to the baseline, outperforming the national reduction (excluding London) of 10 per cent. This demonstrates London's national leadership in road safety.<sup>85</sup>

23m



trips are made on London's roads every day – by walking, cycling, using public transport, driving and motorcycling



24%

fewer people killed or seriously injured on London's roads in 2024 compared to the 2010-14 baseline

Reducing road danger is fundamentally a collaborative effort. Meaningful and sustained results can only be achieved when all partners work together towards a shared ambition. This collaboration is evident across many areas of delivery. The success of the Direct Vision Standard for HGVs was only possible through the combined use of local authority powers, significant commitment from industry, and effective enforcement and implementation by TfL. Behaviour change campaigns and school programmes may be developed by TfL, but they reach hundreds of thousands of Londoners through delivery by London's local authorities. Similarly, speed enforcement relies on close coordination between the MPS and TfL, from educational programmes to placement of safety cameras to processing offences.

These are only a few examples but the message is clear: achieving Vision Zero by 2041 is only possible if we all play our part. We invite every organisation, every borough, every community, and every Londoner to join us in this mission. By working together – holding ourselves and each other to account, supporting one another and never losing sight of our shared goal – we can create a safer, healthier, and more inclusive London for everyone.

## Our targets

Despite these achievements, our work is far from done. The number of people killed or seriously injured every day is unacceptable. Every life lost on London's roads is a tragedy and behind every statistic is a person, family, community impacted forever – the powerful testimonies of victims at the start of this report make this clear.

The challenge is vast and growing. Our streets carry over 23 million trips every day, and with new technologies, new modes of transport, shifting travel patterns and emerging risks, the challenge is constantly evolving and becoming more complex.

Testimonies from those who have lost loved ones make it clear that we must rise to this challenge with sustained, collective effort. This is why the partnership is reaffirming its commitment to achieving Vision Zero by 2041, despite the significant challenges we face. We will not tolerate avoidable harm on our roads.

To hold ourselves accountable to our Vision Zero commitment – and to maintain momentum and instil a sense of urgency – we will continue to work towards our stretching interim targets. These targets make clear that action cannot wait, and that all partners must commit fully and accelerate efforts to reduce road danger.

We will continue to report against our interim target of a 70 per cent reduction in people killed or seriously injured on London's roads by 2030, against the existing 2010-14 baseline – a key ambitious commitment that remains unchanged.

## Our new 2035 target

65%

fewer people killed or seriously injured on London's roads by 2035, compared to new 2022-24 baseline



We welcome the DfT's National Road Safety Strategy (January 2026), which – for the first time in over a decade – sets a national target for reducing road danger. To signal our strong support for, and alignment with, the national ambition, we are introducing an additional interim target that directly mirrors it: a 65 per cent reduction in the number of people killed and seriously injured on London's roads by 2035, against a new 2022-24 baseline.

This new target complements rather than replaces our 2030 ambition, strengthening it by establishing a clear longer-term direction for continued progress. This alignment makes clear that London and national government are united in their goal and determination to reduce road danger together. Collaboration is essential. National government cannot meet its target without progress in London, and London cannot achieve Vision Zero without decisive support from the government.

Together, these two interim targets will provide a clear focus for action, reinforce the urgency of delivery, and mobilise effort across the entire partnership – including national government.

<sup>85</sup> TfL annual road casualty data reports



We are setting new stretching targets for road safety

### What is needed to meet our new target

The majority of the actions set out in this plan will be delivered by 2030, taking us halfway towards our new, ambitious 2035 target. Making that progress requires all of us – TfL, MPS, London’s local authorities and national government – to deliver all the actions identified in this plan to our fullest and most uncompromising ability; and then go further – reassessing our progress, new opportunities and new challenges in 2030.

Some of the most impactful actions to reduce road danger sit with national government, as recognised in the publication of the National Road Safety Strategy in January 2026. This includes the adoption of safer vehicle standards, adoption of automated vehicles ensuring stringent safety standards, and improving regulation of driving and riding for work. We look forward to working with national government on the areas outlined in this plan where their intervention can make the biggest difference.

Set against the activity laid out in this plan are serious challenges – trends in road use which, if unchecked, would increase the number of people killed or seriously injured on our roads, including:

- Growth in London’s population and traffic
- Growth in cycling and e-bikes if not accompanied by a sufficient reduction in motor traffic

- Cars getting bigger and heavier
- Worsening trends in behaviour on the roads

These challenges all create strong headwinds that could slow down or prevent further progress.

Taken together, this makes clear that the actions in this plan will only carry us part of the way towards our vision. While we remain committed to our 2030 target, the new interim 2035 target has been introduced to maintain momentum beyond this plan and beyond 2030, recognising that sustained and increased effort will be needed at that point to keep us on track for Vision Zero. Updating to a new baseline of 2022-24 also ensures we are comparing recent progress against emerging trends and headwinds.

Closing the gap between where we are now and where we need to be will require all partners to go further and faster, demonstrating genuine commitment and leadership across the entire partnership.

It also means that the actions in this plan – largely focused on delivery to 2030 (in line with our five-year Business Plan) – will need to be sustained and strengthened beyond that date, to ensure London is on track for its highly ambitious 2035 target and, ultimately, to achieving our Vision Zero goal by 2041.

## Our measures of success

Vision Zero is a long-term commitment, and delivering it requires clear, measurable progress. Until now, our primary measure has been the number of people killed or seriously injured on London's roads – a critical indicator, but one that only reflects outcomes after the worst has happened.

While a focus on deaths and serious injuries remains central, we are evolving our approach to include a new set of leading indicators that show whether the right conditions for lasting safety improvements are being created. This approach gives a richer and more holistic picture of progress and helps us understand whether we are delivering our overall vision.

### Our safety indicators

We are introducing a new safety indicator reporting framework that reflects the London we are working to create. These capture a range of safety outcomes that complement our headline targets for reducing deaths and serious injuries and medium-term actions, enabling us to assess whether we are moving towards the change we need – before harm occurs.

These leading indicators provide a proactive approach to managing road danger. They allow us to measure progress early, evaluate the effectiveness of our interventions, identify emerging risks, and hold ourselves and our partners accountable for delivering meaningful change.

For transparency and accountability, these indicators will be published annually as part of the SHE annual report. The table opposite summarises the measures we will track.

## Safety indicators reporting framework

Safe System pillar	Outcome
All pillars	Continued reduction in freight and motor traffic in central London. On track to achieve the Mayor's Transport Strategy aim for 80 per cent of trips to be made by walking, cycling and public transport by 2041.
Safe speeds	75 per cent of people think speeding is unacceptable. Improved compliance with speed limits (TfL will investigate vehicle telematics for the potential to measure this).
Safe streets	Reduced gap in casualty rate between the most- and least-deprived areas of London.
Safe vehicles	90 per cent of HGVs inspected at roadside checks are compliant with the Direct Vision Standard phase 2.
Safe behaviours	85 per cent of those walking, cycling and riding a motorcycle feel safe on the road network.
Post-collision response	Victims of road danger report a positive impact from the support they receive via the London Road Victim Support service, with 80 per cent of respondents agreeing or strongly agreeing that they felt better able to cope as a result of it. Victims of 90 per cent of the most serious collisions offered a referral to the London Road Victim Support service by the MPS.

## Our promise to end road danger

Achieving Vision Zero requires TfL, London's local authorities and the MPS to work in partnership with national government, stakeholders and everyone who lives in, works in or visits London. We will continue to act collectively and decisively to prevent further tragedies and ensure that no one has to experience the losses faced by families like those of Mithun, Anisha and Tony.

## How will we know if we are achieving the change we need?

**75%**

of people will think speeding is unacceptable by 2030



**90%**

of HGVs inspected at roadside checks will be compliant with Direct Vision Standard phase 2 by 2030

**90%**

of victims of the most serious collisions will be offered referral to the London Road Victim Support service by 2030



# References

Further sources for data cited in this action plan

## Vision Zero publications

[Vision Zero action plan](#) (2018) and [Vision Zero action plan progress report](#) (2021)

[Annual road casualty data reports:](#) Casualties in Greater London by year, including Data annex, Injury risk annex and GB comparison annex

[Road danger reduction dashboard](#)

## Strategies, action plans and other publications

[Mayor's Transport Strategy](#)

[Action plans to support the strategy:](#)

- [Bus action plan](#)
- [Cycling action plan](#)
- [Freight and servicing action plan](#)
- [Walking action plan \(Walking and wheeling action plan, 2026\)](#)

[Bus safety strategy](#)

[Cargo bike action plan](#)

[Taxi and private hire action plan](#)

[Equity in Motion](#)

[Delivering the Mayor's Transport Strategy 2024/25](#)

[Safety, health and environment annual report](#)

[Travel in London reports](#)

[Meal and grocery delivery motorcycle road safety charter](#)

[TfL Road Safety Data Report Interactive Collisions Map](#)

[GLA Health Inequalities Strategy Implementation Plan 2025-2028](#)

## Government publications

[Physical activity: applying All Our Health](#)

[Road traffic statistics](#)

## Reports and other data sources

**Articles on the link between speed and risk of fatality**

[Science Direct: Accident Analysis and Prevention: The relationship between impact speed and the probability of pedestrian fatality...](#)

[UC Berkeley: California Safe Speeds Toolkit](#)

[US Department of Transportation: FHWA Highway safety programs](#)

[Town of Georgina, California: Safe Streets Monitoring Program](#)

[Researchgate: Improving the Performance of Safe System Infrastructure](#)



Making roads safe for all who live and work in London

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## About Transport for London

Part of the Greater London Authority family led by Mayor of London Sadiq Khan, TfL is the integrated transport authority responsible for delivering the Mayor's aims for transport. We have a key role in shaping what life is like in London, helping to realise the Mayor's vision for a 'City for All Londoners' and helping to create a safer, fairer, greener, healthier and more prosperous city. The Mayor's Transport Strategy sets a target for 80 per cent of all journeys to be made by walking, cycling or using public transport by 2041. To make this a reality, we prioritise safety, sustainability, health and the quality of people's experience in everything we do.

We run most of London's public transport services, including the London Underground, London Buses, the DLR, London Overground, Elizabeth line, London Trams, London River Services, London Dial-a-Ride, Victoria Coach Station, Santander Cycles and the IFS Cloud Cable Car.

We manage the city's red route strategic roads and are responsible for the maintenance, management and operation of more than 6,000 sets of traffic lights across the capital. The London boroughs are responsible for all the remaining roads within their boundaries. The experience, reliability and accessibility of our services are fundamental to Londoners' quality of life. Safety remains our number one priority and we continue to work tirelessly to improve safety across the network for both colleagues and customers.

Our vision is to be a strong, green heartbeat for London. We are investing in green infrastructure, improving walking and cycling, reducing carbon emissions, and making the city's air cleaner. The Ultra Low Emission Zone, and fleets of increasingly environmentally friendly and zero-emission buses, are helping to tackle London's toxic air. We are also improving public transport options, particularly in outer London, to ensure that more people can choose public transport or active travel over using their vehicles. We introduced the Superloop bus network, providing express bus routes circling the entire capital, connecting outer London town centres, railway stations, hospitals and transport hubs.

We have constructed many of London's most significant infrastructure projects in recent years, using transport to unlock economic growth and improve connectivity. This includes major projects like the extension of the Northern line to Battersea Power Station and Nine Elms in south London, as well as the completion of the London Overground extension to Barking Riverside and the Bank station upgrade.

The Elizabeth line, which opened in 2022, has quickly become one of the country's most popular railways, adding 10 per cent to central London's rail capacity and supporting new jobs, homes and economic growth. We also use our own land to provide thousands of new affordable homes and our own supply chain creates tens of thousands of jobs and apprenticeships across the country.

We are committed to being an employer that is fully representative of the community we serve, where everyone can realise their potential. Our aim is to be a fully inclusive employer, valuing and celebrating the diversity of our workforce to improve services for all Londoners.

We are constantly working to improve the city for everyone. This means using information, data and technology to make services intuitive and easy to use and doing all we can to make streets and transport services accessible and safe to all.

We reinvest every penny of our income to continually improve transport networks for the people who use them every day. None of this would be possible without the support of boroughs, communities and other partners who we work with to improve our services. By working together, we are creating brighter journeys and a better city.

