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A City for All Londoners RoadPeace response

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Key points

- This plan holds much promise, with its focus on making London healthy, resilient and fair as well as resource efficient, low carbon and green, and its adoption of a Vision Zero approach focused at reducing road danger.
- The proposed police and crime plan priorities do not include road traffic crime. It does include making the criminal justice system (CJS) work for Londoners, with better outcomes for victims and communities.
- The risk is that the CJS reform will ignore driving offences and road danger, as the previous Mayor's plan did.

RoadPeace calls

- Given the scale of road deaths and serious injuries, and the relevance of road danger to active travel promotion, reducing intimidation and injury deserves to be one of the Mayor's priorities for his police and crime plan.
- Any reform to the CJS must include road traffic crime. This should include inclusion in crime statistics, surveys and strategies.

Introduction

RoadPeace, the national charity for road crash victims, has been based in London since its start in 1992. Founded on the principle of road danger reduction, RoadPeace has previously called for a traffic harm reduction approach in London. So the Mayor's promise to break down silos, is good news.

We welcome his promise to make the city healthy, resilient and fair. This, as the vision acknowledges, requires a new approach to road safety. It is not fair that those walking and cycling face a much greater risk of being hurt than do those on the inside of a motor vehicle.

Our comments are focused on two key sections:

- Part 4: Environment, transport and public space: Cycling and Walking
- Part 5: A City for all Londoners: Safer and more secure communities

Part 4: Environment, transport and public space: Cycling and Walking

Fundamentally, Vision Zero means recognising that the cause of road danger is the presence of vehicles, which have the potential to do great harm, in built-up areas where people want to be.

We applaud the adoption of the Healthy Streets approach and also Vision Zero, as defined by the Mayor, with elimination of road danger at the very heart of the transport system.

Under the previous Mayor, action plans for pedestrian safety, cyclist safety and motorcycle safety were developed. Whilst well-intended, this risks the perception that the problem is with the vulnerable road user.

TfL's bus safety programme announced at the start of 2016 was a welcome change, as is TfL's new Safer Trucks programme, which builds on the base of FORS and CLOCS. TfL now focuses more on tackling danger at source and this should continue. Introducing 20 mph limits and enforcing speed limits should also continue to be priorities, given their key role in delivering the healthy streets agenda.

Part 5: A City for all Londoners: Safer and more secure communities

And London's criminal justice system is not properly accountable and is not functioning effectively....They want to know that the police and criminal justice system will be there for victims if and when they need them.

RoadPeace agrees that London's CJS is not accountable. It is not possible to know how many of the fatal crashes or serious injury crashes result in a criminal prosecution. Nor it is possible to know if the reason for no prosecution was due to proof of the driver's innocence or down to lack of evidence.

The number of road crime victims in London is not collated. It is not known how many people are killed and injured by law breaking drivers. London's CJS pretends that road traffic crime is victimless. It is not.

But road traffic crime is not included as a priority for the police and crime plan. Neighbourhood policing is but their role in delivering safer roads is often marginal with the main responsibility falling on the Roads Transport Policing teams.

Making the CJS work for Londoners is a proposed priority for the police and crime plan. But road traffic crime is routinely excluded from CJS reforms, with the vast majority of driving offences not included as notifiable crimes. It should not be forgotten that in their Feet First report, the London Assembly's Transport Committee recommended:

The Mayor and TfL should work with the police to send a clear message that road traffic offences that endanger life will not be tolerated by:

- *Ensuring that road crime is included in Met crime statistics*
- *Publishing on an annual basis, the prosecution and conviction outcomes for drivers who kill or seriously injure pedestrians*
- *Undertaking research into the criminal justice system experience of pedestrian KSIs; and*
- *Supporting a review of the role of driving bans, fines and vehicle confiscation to tackle dangerous and careless driving.*

RoadPeace conclusion

The healthy and fair and low carbon city the Mayor wants requires road danger reduction. But this requires more than TfL. Road danger reduction needs to be a priority for the police as well.