

ROADPEACE 2020 MAYORAL MANIFESTO



Eliminating all deaths and serious injuries on London's roads by 2041 is the right ambition, but bolder policies need to be actioned to achieve it – and minimise the number of crash victims in doing so.

Even if Vision Zero is achieved, tens of thousands of Londoners are still set to lose their lives or suffer serious injury before 2041. In the next mayoral term, even if the 2022 65% reduction target is met, nearly ten thousand Londoners are set to become victims. The next Mayor must support and provide for these Londoners.

ROADPEACE IS CALLING ON MAYORAL CANDIDATES TO:

IMPROVE THE RIGHTS OF VICTIMS.

- 1 Support the victims
- 2 Count the victims
- 3 Listen to the victims

REFORM TRAFFIC JUSTICE.

- 4 Treat road crime as real crime
- 5 Invest in investigation
- 6 Prosecute law breaking drivers

REDUCE ROAD DANGER.

- 7 Reduce speed
- 8 Reduce lorry danger
- 9 Tackle danger to the vulnerable
- 10 Embed Vision Zero

IMPROVE THE RIGHTS OF VICTIMS

who have been injured or bereaved on London's roads, so that their suffering is mitigated, and experiences learned from.

1. Support the victims

Victims of road traffic crime do not have the same rights as other victims of crime. Those killed by law breaking drivers are not classified as homicides. Their families receive less support than if they had been bereaved by manslaughter.

And there are many more crash victims in London where a crime is not recorded to have been committed. There is confusion in London about whose responsibility it is to support these victims where no crime has been detected.

Funding from the Mayor's Office for Police and Crime (MOPAC) to service providers supporting road crime victims has been inconsistent throughout the current mayoral term. Whilst funding for a **Resilience Programme** was provided for one year in 2018 – this is the extent of support for crash victims.

And there has been no funding for victims where no crime has been detected.

In 2019, MOPAC awarded Victim Support a grant to deliver an integrated support service for victims and witnesses of crime in London, including pre-trial support.

Whilst Victim Support is there to provide a single point of contact for victims, it also works with a number of specialist

support services to ensure victims of crime can access the support they need. None of the other support services assist road crime victims.

Even Transport for London's own support line, the Sarah Hope Line, is limited in its scope, and supports far fewer road crash victims than victims or witnesses on the transport network.

If no death or serious injury on London's roads is acceptable, the Mayor should be providing for those who are affected, regardless of whether they are a victim of crime or not. This is the Mayor's responsibility as both commissioner of police services and head of the transport authority.

ROADPEACE CALLS ON CANDIDATES TO:

- ensure victims of road traffic crime are supported by the services MOPAC commissions
- ensure crash victims where there is no prosecution receive the same access to support and information
- implement a sign-posting strategy with MPS to ensure all injured or bereaved victims are referred to support organisations

2. Count the victims

How is it possible that the number of people killed and injured by road traffic crime in London is not reported? This gap is not restricted to London, as national statistics on those killed and injured by law breaking drivers are also not published.

We know the total reported number of people killed or injured, but not how many are killed or injured unlawfully.

It is essential to Vision Zero to understand how many people become victims at the hands of law-breaking drivers, and how many due to the failings of the transport system.

Be the first Mayor to report the number of people killed and injured unlawfully on our roads.

ROADPEACE CALLS ON CANDIDATES TO:

- ensure that driving offences that kill and injure are recorded and include the number of victims
- lobby government to include road crime victims in the Crime Survey of England and Wales

3. Listen to the victims

A commitment to improving the experience of road crash victims necessitates surveying them and listening to them.

Listening days have been introduced for custody related deaths and were also used with the Hillsborough families. These involve the relevant authorities, e.g. police, CPS, coroners, etc, listening to the families. These meetings are facilitated and structured to identify how the process can be improved for bereaved families.

Currently victims of road traffic crime are not included in crime surveys. For instance, the Crime Survey of England and Wales asks about victimisation of other crime but with road traffic crime, it asks if the interviewee has committed drink or drug driving offences in the past year.

The HMIC reviews treatment of victims of crime, but not those involving road traffic crime.

MOPAC conducts level of satisfaction surveys with certain types of victims, but not road crime victims.

The first step to improving treatment of victims is to commit to understanding where the gaps are, and what the victims need to cope and recover.

ROADPEACE CALLS ON CANDIDATES TO:

- conduct level of satisfaction surveys for crash victims, including those seriously injured as well as bereaved, and include when a decision for 'no further action' has been taken by the police
- publish level of satisfaction data and hold an annual review based on its findings
- introduce an annual Listening Day where bereaved families meet with the police and CPS to identify opportunities for improving the treatment of victims



REFORM TRAFFIC JUSTICE

Treat road crime as real crime, so that the justice system reflects the ambition of Vision Zero.

4. Treat road crime as real crime

Despite their often appalling consequences, most driving offences (drink/drug driving, careless driving, fail to stop, etc) are not included in the Home Office's definition of crime. This means they are not a priority for the police at a national level.

MOPAC does not include any information on road traffic crime in its crime dashboards and crime summaries provided to their Safer Neighbourhood Boards.

This lack of priority at a strategic level translates to less resources and action in tackling road crime.

The Metropolitan Police Service (MPS) Roads and Transport Policing Command (RTPC) has over 2,000 uniformed officers, with 384 officers in the Roads Policing Unit.

Whilst some have been temporarily transferred to the Mayor's Violent Crime taskforce, TfL reported that this was on the basis that it would not affect the delivery of London's Vision Zero Action Plan. TfL funds over two thirds of the MPS Roads and Transport Police Command. Such investment must continue. With **traffic police numbers falling in all other police regions** this support is essential. Crime surveys and strategies, and community consultations need to include the threat posed by driving offences.

ROADPEACE CALLS ON CANDIDATES TO:

- maintain the investment in roads policing by TfL
- ensure that driving offences that kill and injure are treated as other violent crime
- commit to the development of a road traffic crime dashboard and release of enforcement statistics on quarterly and timely basis
- lobby the Home Office to include driving offences in their definition of recorded crime
- ensure that the officers transferred to the Violent Crime taskforce are replaced or returned

5. Invest in investigation

Without a thorough investigation, justice is denied. Offenders go undetected, innocent victims are left without compensation, and prevention measures are based on incomplete and inaccurate collision analyses. But with the limited resources allocated to collision investigation, thorough investigations are not guaranteed.

The **provisional 2019 data** states that 130 people were reported killed on London's roads. Yet MPS allocate a fraction of the resources of a homicide investigation to that of a road death. And their Serious Collision Investigation Unit (SCIU), where specialist forensic collision investigators are based, is responsible for investigating the life-changing collisions as well as road deaths.

But the vast majority of casualty collisions were investigated at the scene by borough officers with minimal training and follow up from desk based civilian staff. Many of these crashes will involve the same level of culpability as a fatal crash and deserve to be better investigated.

Thorough collision investigation is the cornerstone of justice, and integral to delivering Vision Zero.

The Vision Zero Action Plan included actions to improve at scene investigation, improve systematic learning, and facilitate the publishing of investigation outcomes.

ROADPEACE CALLS ON CANDIDATES TO:

- conduct a review and subsequently develop best practice and minimum standards of investigation with MPS for fatalities and serious injuries
- enhance the level of investigation in collisions, starting with those crashes where the casualty severity qualifies as clinically serious (c. 25%)
- deliver on the promise of systematic learning from collision investigation and publish the findings
- commit to reviewing online reporting, and ensure police attend all serious injury collisions
- publish data on the outcomes of collision investigations

6. Prosecute law breaking drivers

Prosecutions for driving offences are low in comparison to the number of people killed or seriously injured. In London in 2018, there were 3,953 people reported seriously injured in crashes, but only 28 prosecuted for Causing Serious Injury by Dangerous Driving. This is problematic as it not only curbs justice, it suggests an acceptance for law breaking driving.

Whilst the CPS, the courts and the laws are outside the Mayor's remit, TfL's lobbying power and MPS's role in a charging decision is within the remit of the Mayor. Police can decide "No further action" without requiring CPS approval.

Prosecuting law-breaking drivers is integral to delivering Vision Zero. And a [recent report](#) published by RoadPeace showed there was wide-variation in boroughs on the number of drivers sanctions and the types of offences. The Vision Zero Action Plan sets out the following commitments:

- Lobby for new offences, including causing serious injury by careless driving, and new sanctions to deal with a range of road user offending. This should include reviewing the definition of careless and inconsiderate driving.
- Encourage greater use of driving bans and less willingness to accept a plea of exceptional hardship.
- Encourage a higher level of sentencing for offences resulting in harm to vulnerable road users to reflect the seriousness of these offences and the danger they pose to other road users.

ROADPEACE CALLS ON CANDIDATES TO:

- deliver on the Vision Zero Action Plan promise to lobby for traffic justice reform
- deliver on the Vision Zero Action Plan promise to encourage greater use of driving bans in London
- review cases in which a decision of "no further action" has been reached
- prioritise road traffic offences which pose the greatest risk to others. This includes speeding, red light running, mobile phone use by drivers, careless and dangerous driving, drink and drug driving as well as uninsured and disqualified drivers
- review the reasons for the wide variation in boroughs with drivers being sanctioned

REDUCE ROAD DANGER

Tackle danger at its source, so that fewer people are killed or injured on our roads and support the Healthy Streets Agenda.

7. Reduce speed

Slower speeds are key to a sustainable city. They both reduce the risk of a collision as well as the severity of any collisions that do occur. Slower speeds are also key to reducing intimidation of those who are more vulnerable and increasing quality of life for all.

The breakdown of casualties in London is such that 64% of casualties occur on London's main A roads. The speed on these roads is a huge contributory factor to this.

TfL have committed to 20mph speed limits on all central London roads it manages following a consultation. This will be implemented by 2020.

Much more needs to be done however, and 20mph limits need to be default beyond TfL's own road network, and enforced by officers and speed cameras.

ROADPEACE CALLS ON CANDIDATES TO:

- encourage all currently non-20mph boroughs to adopt 20mph as the default speed limit through Local Implementation Plans
- site new speed and red-light cameras in town centre/high road locations, and test average speed cameras on 30mph and 20mph roads
- enhance officer enforcement at high-risk locations
- roll-out (as planned) mandatory Intelligent Speed Assistance (ISA) on all London buses
- commit to the development and roll-out of an ISA standard for vehicles that are working in London beyond buses (taxis, PHVs, HGVs, council vehicles, car share/club vehicles, delivery vans and other working vans) in London by 2024.
- support the work of Community Road Watch

8. Reduce lorry danger

The current Mayor and Transport for London should be lauded for their implementation of the Direct Vision Standard (DVS).

In October 2020, all HGVs over 12 tonnes will require a permit to drive through London. Vehicles will be rated from 0 to 5 stars based on the level of direct vision i.e. how much the driver can see directly out of the vehicle. Zero star lorries (those with the least visibility) will be banned as of October 2020, and operators will have to fit vehicles with 'Safe System' (cameras, sensors, audible turn-left warnings) to reduce the number of blind spots and improve the safety of these vehicles.

This is a fantastic step forward and TfL plan to review the 'Safe System' requirements in 2022 to ensure that they are in-line with new technology releases.

As of 2024, all HGVs under 3 stars will need to be fitted with 'Safe System'.

As HGVs still pose disproportionate risk, it is vital that DVS is monitored and implemented. Analysis of its effectiveness is key to informing the 2022 review.

Equally whilst it is possible to enforce whether a vehicle has a permit through ANPR, it is not possible to identify whether the permit is a true representation of the vehicle's compliance. This needs to be enforced, and the scheme is liable to fail if operators believe they won't be caught.

ROADPEACE CALLS ON CANDIDATES TO:

- annually review all deaths and serious injuries investigated by SCIU where an HGV is involved to monitor the effectiveness of 'Safe Systems'
- promote the work of the Freight Enforcement Partnership Scheme tackling unsafe lorries and publicise any infringements of the scheme
- lobby government to adopt DVS nationally



9. Tackle danger to the vulnerable

Whilst casualty reduction for vehicle occupants is more or less on track (to deliver a 65% reduction in the numbers of those killed or seriously injured by 2022), this is not reflected in vulnerable road users. In fact half of all reported deaths in 2018 were people walking. Pedestrians need to be protected from danger on the roads. Reducing speed and reducing lorry danger will go a long way to achieving this, but further action needs to take place to protect those on foot, cycling, or riding a motorcycle – collectively they made up 79% of people killed and seriously injured in London in 2018.

RoadPeace calls for candidates to complement reduction in speed and safe freight with reducing traffic volumes, introducing safe crossings and safe cycling.

These initiatives protect road users which are currently most at risk.

And the prevention measures need to be coupled with data analysis that is danger-orientated. Casualty statistics are presented by the victims' mode, and whilst the **data exists** for vehicles involved, it is not focussed on in summaries or **analyses**. Structuring trends and information around the vehicles which cause the most harm is vital.

ROADPEACE CALLS ON CANDIDATES TO:

- prosecute drivers for dangerous driving when speeding at a pedestrian crossing
- roll out a Low Traffic Neighbourhood fund
- commit to improving crossings and junctions
- roll out at least half of the Strategic Cycle Connections by 2024
- ensure casualty data is presented by the danger posed, not the victims mode



10. Embed Vision Zero

Vision Zero must be at the core of the Mayor's Office and Transport for London. Hearing from victims and their experiences, and being consistently reminded of the impact of road danger is key to maintaining the momentum of Vision Zero, as well as using stories to engage with the public.

ROADPEACE CALLS ON CANDIDATES TO:

- read out the names of people killed at the beginning of each Mayor's Questions
- meet with crash victims once a quarter
- hold a minute's silence for crash victims on **World Day of Remembrance for Road Traffic Victims**

RoadPeace is the national charity for road crash victims in the UK. We provide information and support services to people bereaved or seriously injured in road crashes and engage in evidence based policy and campaigning work to fight for justice for victims and reduce road danger. Set up in 1992 by a mother whose son was killed by a red light offender, we are a membership organisation whose work is informed by the needs and experiences of road crash victims.

To find out more about our work visit
roadpeace.org

Helpline 0845 4500 355

