



Safer City Partnership Strategy Group

Date: FRIDAY, 3 FEBRUARY 2017
Time: 11.00 am
Venue: COMMITTEE ROOM - 2ND FLOOR WEST WING, GUILDHALL

5. **ROAD SAFETY UPDATE (20MPH ZONE)**
Report of the Director of the Built Environment.

For Information
(Pages 1 - 6)

12. **HEALTH AND WELLBEING UPDATE**
Report of the Director of the Community and Children's Services.

For Information
(Pages 7 - 12)

Item received too late for circulation in conjunction with the Agenda.

John Barradell
Town Clerk and Chief Executive

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Committees:	Dates:
Safer City Partnership	30 January 2017
Subject: 20mph Speed Limit Interim Update	Public
Report of: Director of the Built Environment	For Information

Summary

Comparing data for the period two years prior and two years post implementation, speeds have reduced from 22mph to 20mph and there has been a significant fall in the number of killed and seriously injured casualties in the City.

Recommendations

- It is recommended that Members to note the contents of this report

Main report

This note is an update on the outcome of the 20mph speed limit scheme that commenced on 20 July 2014. The speed reduction scheme was introduced as part of the Road Danger Reduction Plan to help reverse the increase in traffic casualties that had occurred in the Square Mile. A plan showing the extent of the 20mph speed limits in the City is overleaf.

The final note is not available at this time as the collision data has only recently become available. This data will be used by our consultants to undertake a detailed collision study for the two years prior versus the 2 years post implementation.

Outcome – speed reduction

Methodology: Loops were used on street in 43 identical locations within the City on the three occasions to gather comparable data.

Average mean speeds in the City pre-implementation were recorded at 22mph.

Data recorded in mid-2015 showed that mean speeds had dropped 1.5mph to 20.5mph.

A further speed study undertaken just over two years after implementation in October 2016 found that mean speeds had dropped consistently across different locations with an average of 20mph recorded.

Information published by the DfT showed that where a 20mph speed limit has been introduced, on average, a 1mph reduction in mean speed was achieved. The DfT information also showed that reduction in speed of 1mph is likely to deliver a 6% reduction in casualties.

The City's findings conclude that the 20mph limit is helping to reduce traffic speeds.

Outcome – awareness

Methodology: For each study, approximately 150 responses were captured, a roughly equal measure of cyclists, pedestrians, motorcyclists, vehicle drivers, and taxi drivers.

An awareness survey was undertaken at the launch of the 20mph speed limit in July 2014 at which 62% of those surveyed were aware of the new 20mph.

This survey was repeated in June 2015. The results indicate that the vast majority, 82%, of motor vehicle drivers know that the speed limit in the City is 20mph.

A further awareness survey was undertaken in November and December 2016 in which 81% of motorists surveyed were aware of the speed limit. Of the motorists, motorcyclists had the lowest awareness at 71%.

Outcome – collision reduction

Methodology: TfL's AccStats data is used for comparison. Please note the data used is provisional at this stage. The 2016 casualty data will only be confirmed in July 2017.

In the two years prior to implementation there were a total of 723 casualties in the City including 120 KSIs.

In the two years post implementation there were a total of 789 casualties in the City including 94 KSIs.

Table showing casualty comparison

	Two years pre implementation	Two years post implementation	% change
Total casualties	723	789	9% increase
Total KSI	120	94	22% decrease

Casualty numbers have increased 9% in the two years pre implementation and two years post implementation. The number of people employed in the City broadly increase by 5% each year with the majority being pedestrians and cyclists which would suggest these numbers are actually falling in real terms.

Crucially, KSI numbers in the same period have decreased from 120 to 94, a reduction of 22%. This provides evidence that the streets in the City have become safer for users since the implementation of the City's 20mph scheme.

Our specialist consultants TMS will further investigate these findings and compare them with inner London Boroughs collision statistics; to highlight outcomes.

Conclusion

The City of London is proud to report that the introduction of the 20 mph scheme has been successful in helping to reduce killed and seriously injured road users by 22%.

The small increase in total casualties over the period studied is accounted by an increase in slight injuries (*An injury of a minor character such as a sprain, cut or bruise*). The reduction in the severity of injury is one of the objectives of the Road Danger Reduction plan is in-line with expected outcomes resulting from slower moving traffic.

Awareness of the speed limit is also high with drivers, although the low awareness of motor cyclists is something that should be addressed in light of the danger posed to them and by them to other road users.

The City will update this note once the in depth collision data has been assessed.

In addition to this work, further study and monitoring is recommended, initial results show substantial benefits from the scheme to the safety of the City community and in particular vulnerable road users.

Appendices




Appendix 1	City of London 20mph limit
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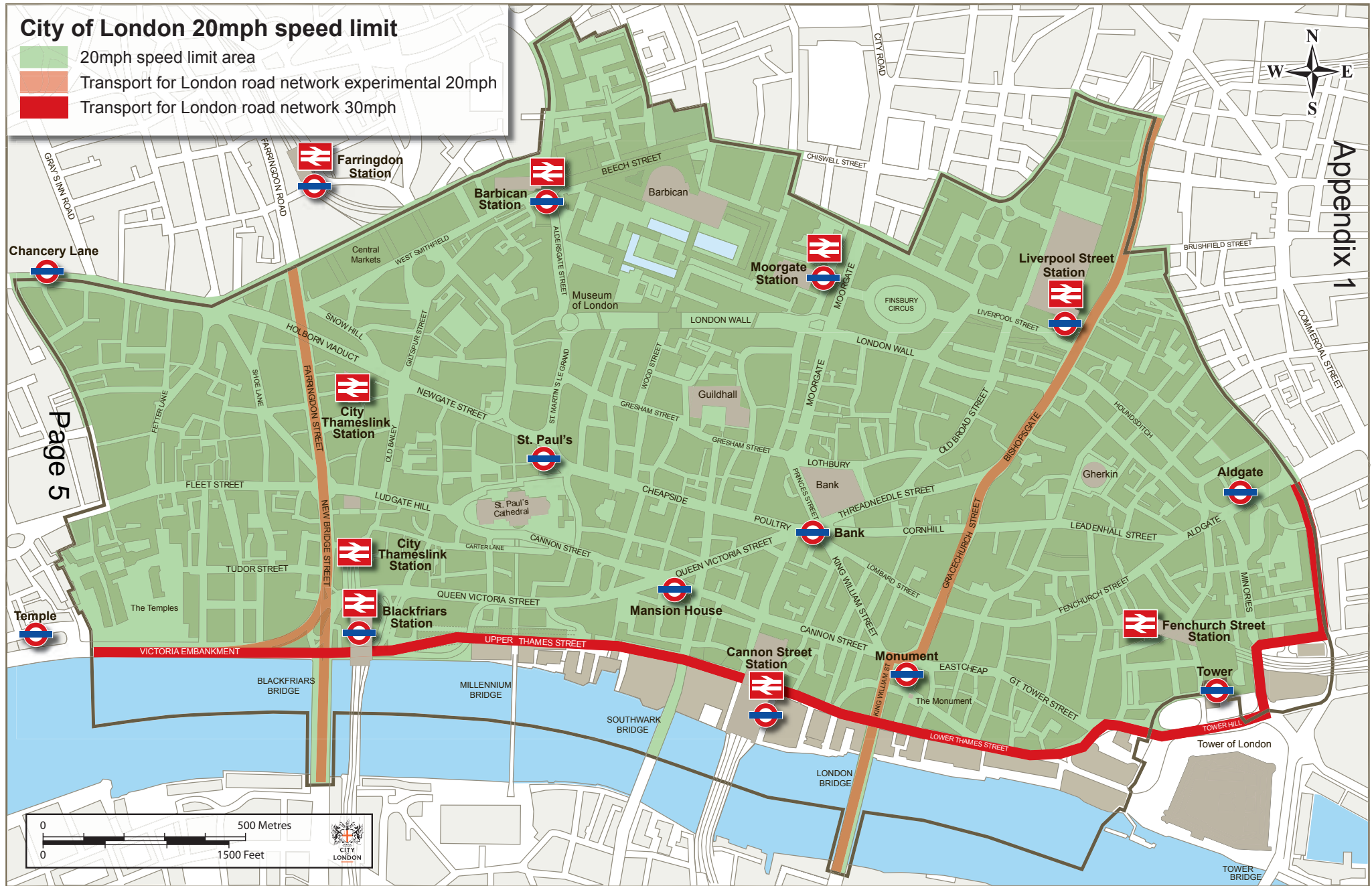
Contact

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City of London 20mph speed limit

-  20mph speed limit area
-  Transport for London road network experimental 20mph
-  Transport for London road network 30mph



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Summary report from Health and Wellbeing Board (HWB), 27th January 2017

Summary

This report is intended to update any interested groups on the work of the Health and Wellbeing Board. It includes information on items considered by the Board at their latest meeting on 27th January 2017 and updates on other items relating to health and wellbeing in the City of London (CoL). Details on where to find further information or contact details for the relevant officer are included for each item.

Full minutes and reports are available at:

<http://democracy.cityoflondon.gov.uk/ieListMeetings.aspx?CId=994>

Committee updates

1. **Joint Health and Wellbeing Strategy**
2. **Suicide Prevention Action Plan annual update report**
3. **Noise Strategy**

Local updates

4. **Corporate Alcohol Strategy**
5. **Social Wellbeing Panel**
6. **Launch of Low Emission Neighbourhoods**

COMMITTEE UPDATES

1. Joint Health and Wellbeing Strategy

1.1 The Board received the final draft of the City of London Joint Health and Wellbeing Strategy for decision. The draft strategy sets out the Health and Wellbeing Board's commitment to improving the health of City residents, workers and rough sleepers. The proposed priorities are:

- Priority 1: Good mental health for all
- Priority 2: A healthy urban environment
- Priority 3: Effective health and social care integration
- Priority 4: Children have the best start in life
- Priority 5: Promoting healthy behaviours

The draft strategy has undergone a six week consultation period ending on the 13th January 2017. There were a total of 27 responses to the consultation. This included responses from residents, workers, service providers, organisations and teams within the City of London Corporation. The consultation found that most respondents agreed with the five priorities. There was, however, some concern around priority five (promoting healthy behaviours) being restrictive of personal choice. Air quality in the City and how that is being tackled was the primary focus of responses. The final draft of the Strategy presented in this report takes into account the suggestions made by workers, residents and stakeholders during the consultation period.

1.2 The Health and Wellbeing Board accepted the final version of the strategy as their overarching strategy for 2017-2020.

Contact officer: Poppy Middlemiss (poppy.middlemiss@cityoflondon.gov.uk)

2. Suicide Prevention Action Plan annual update report

- 2.1 In January 2016 the Health and Wellbeing Board approved the City of London Suicide Prevention Action Plan which outlines the ways in which the City of London Public Health Team and local partners aim to work towards a reduction in suicides amongst the resident and worker populations of the City of London, as well as those who may travel to the City of London with the intention of committing suicide.
- 2.2 Since January 2016, the Suicide Prevention Action Plan working group, consisting of representatives from Public Health, the CCG, City of London Police, the Samaritans, the RNLI and Port Health and Public Protection, have met twice to discuss progress of actions. Of 29 actions outlined in the action plan, 24 have been completed. Of the five actions which are not complete, three actions are making good progress (two of which are being led by the RNLI). The further two outstanding actions include engaging with TfL and raising awareness amongst parents and schools.
- 2.3 Given the progress so far in completing many of the actions in the current Suicide Prevention Action Plan it is proposed that the document be refreshed. This will retain the momentum and current collaborative working of the current action plan whilst making sure the priorities reflect new national guidance and take into account the more comprehensive picture of suicide in the City of London that has now been developed. It is suggested that the document be refreshed as a joint strategy between the City of London Corporation and the City of London Police. Much of the frontline response to suicide in the City of London is delivered by the City of London Police. Producing a joint strategy will strengthen our working relationship with the City of London Police and improve our strategic response to suicide prevention in the City.
- 2.4 Data collected whilst writing the action plan recognised the high number of suicides from bridges within the City of London. One key action resulting from the plan is 'The Bridge Pilot'; a joint initiative between the City of London Corporation, City of London Police, the Metropolitan Police and the Samaritans to reduce these suicides through awareness raising and encouraging help-seeking behaviour and is being piloted on London Bridge.
- 2.5 Six signs with the Samaritan's free phone number have been placed on London Bridge. A training package has been developed which addresses the stigma of suicide and encourages approaching people who are at risk and a leaflet has also been developed and distributed on the Bridge. Further to this, planning permission has been granted to place signs on Blackfriars Bridge and we anticipate the signs will be fixed in February 2017. Work continues with the London Borough of Tower Hamlets and London Borough of Southwark to get the required planning permissions to put signs on Tower and Southwark bridges

2.6 Members agreed that the Suicide Prevention Action Plan be refreshed as a joint document with the City of London Police in 2017.

Contact Officer: Poppy Middlemiss
(poppy.middlemiss@cityoflondon.gov.uk)

3. Noise Strategy

3.1 The City of London Corporation published its first Noise Strategy in 2012. The Strategy, approved by the Port Health and Environmental Services Committee on 1st May 2012, expired in 2016. A Noise Strategy for 2016 to 2026 has been produced containing 67 actions grouped into 5 work areas to manage and minimise exposure to excessive noise whilst striving to enhance the quality of the acoustic environment and soundscape of the City of London. The Noise Strategy will help ensure that the City Corporation fulfils its statutory obligations for managing and minimising exposure to excessive noise. It also reflects the priority placed on the effects of reducing the impact of unwanted sound and the provision of areas of respite from the noisy urban environment on the health of residents, workers and visitors as detailed in the City and Hackney Joint Strategic Needs Assessment.

Contact officer: Rachel Sambells (rachel.sambells@cityoflondon.gov.uk)

LOCAL UPDATES

4. Corporate Alcohol Strategy

4.1 A recent mapping exercise undertaken by members of the Health and Wellbeing Advisory Group highlighted that whilst there is a great deal of valuable work taking place across the City to tackle alcohol harm, there is also potential for greater collaboration between partners, underpinned by a common vision. We are therefore proposing the development of a Corporate Alcohol Strategy to address this and develop a Corporation-wide approach to safe, responsible drinking.

4.2 The strategy will provide an overview of alcohol harm in the City, covering both the impact on individual health and the wider community in terms of crime and safety. It will describe what needs to be done to create a culture of safe and responsible drinking in the City, prevent a further increase in ill health caused by alcohol, improve the health of problem drinkers and tackle alcohol-related crime and anti-social behaviour. The Public Health Team will lead on the strategy, working in partnership with departments across the City Of London Corporation, City Of London Police and City and Hackney CCG.

Contact Officer: Sarah Thomas (sarah.thomas@cityoflondon.gov.uk)

5. Social Wellbeing Panel

5.1 The Social Wellbeing Panel, comprising elected Members and senior officers from the City Corporation, met earlier this month to learn more about the causes of loneliness. Attendees heard from charities, researchers and local authority commissioners about the factors that can contribute to loneliness as well as interventions that have been successful elsewhere. The panel discussed social isolation amongst new parents, Black and Minority Ethnic older people, City residents living away from the main estates and those with physical and mental health issues. Despite discussing a range of target groups, common themes emerged:

- that peer support from those who have experienced similar issues previously can offer significant benefits
- the need for shared spaces where relationships can develop naturally and where community building can take place
- the need for sustained and consistent communication reiterating that support is available, in order to intervene as early as possible and reach those most in need.

5.2 The panel will meet again in January to discuss how we can apply this learning to the City. The panel will also be producing a report on its findings which will contribute to the development of the Social Wellbeing Strategy.

Contact Officer: Adam Johnstone (adam.johnstone@cityoflondon.gov.uk)

6. Launch of Low Emission Neighbourhood

6.1 The Mayor of London has awarded the City of London Corporation £990,000 over three years to implement a Low Emission Neighbourhood (LEN) in the Barbican, Guildhall and Barts area following a successful funding application submitted in April 2016. The City Corporation is match funding the Mayor of London's contribution meaning the total LEN project budget will be around £2 million. The City of London LEN is one of five that will be set up across eight boroughs that will come into full effect by the start of 2019.

6.2 The LEN proposals include air pollution awareness events, working with businesses to tackle emissions from deliveries and freight, rollout of electric vehicle charging infrastructure for residents, restricted access to Beech Street for all but the cleanest vehicles, and the introduction of green taxi ranks. The aim of the LEN is to improve local air quality by reducing the amount of traffic and encouraging and supporting low and zero emission vehicles in the locality. Improvements in air quality are expected both within the proposed neighbourhood and more widely across the City due to an increase in low and zero emission vehicles. It is anticipated that the most successful measures will be rolled out across the City and it will not only have a beneficial impact on air quality in the Barbican area but also result in a more liveable neighbourhood with less traffic, improved public realm, safer places to cycle or walk and new green infrastructure.

For further information contact the Air Quality team: cityair@cityoflondon.gov.uk

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