



## Streets and Walkways Sub (Planning and Transportation) Committee

**Date:** MONDAY, 16 JULY 2012

**Time:** 11.30am

**Venue:** COMMITTEE ROOM - 2ND FLOOR WEST WING, GUILDHALL

**Members:**

Jeremy Simons (Chairman)	Alderman Robert Hall
Archie Galloway (Deputy Chairman)	Brian Harris
Deputy John Barker	Michael Hudson
Martin Farr	Sylvia Moys
Marianne Fredericks	Deputy John Owen-Ward
Alderman Alison Gowman	Deputy Michael Welbank

**Enquiries:** Katie Odling  
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Lunch will be served in Guildhall Club at the rising of the Committee

Chris Duffield  
Town Clerk and Chief Executive

# AGENDA

## Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS BY MEMBERS OF ANY PERSONAL AND PREJUDICIAL INTERESTS IN RESPECT OF ITEMS ON THIS AGENDA**
3. **MINUTES**  
To agree the public minutes and summary of the meeting held on 18 June 2012 (copy attached).  

**For Decision**  
(Pages 1 - 4)
4. **DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY PROCEDURES**  
Report of the Town Clerk (copy attached).  

**For Information**  
(Pages 5 - 6)
5. **EASTERN CITY CLUSTER - GREAT ST HELENS SCULPTURE SPACE - YEAR 3**  
Report of the Director of the Built Environment (copy attached).  

**For Decision**  
(Pages 7 - 24)
6. **ALDRSGATE STREET / BEECH STREET JUNCTION REVIEW**  
Report of the Director of the Built Environment (copy attached).  

**For Decision**  
(Pages 25 - 28)
7. **ROAD TRAFFIC CASUALTIES IN THE CITY**  
Report of the Director of the Built Environment (copy attached).  

**For Decision**  
(Pages 29 - 64)
8. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
9. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
10. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act.

**Part 2 - Non-public Agenda**

11. **QUESTIONS ON NON-PUBLIC MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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# Agenda Item 3

## **STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE Monday, 18 June 2012**

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall on Monday, 18 June 2012 at 11.15 am.

### **Present**

#### **Members:**

Jeremy Simons (Chairman)  
Archie Galloway (Deputy Chairman)  
Deputy John Barker  
Martin Farr  
Marianne Fredericks  
Alderman Alison Gowman  
Alderman Robert Hall  
Brian Harris  
Michael Hudson  
Sylvia Moys  
Deputy John Owen-Ward  
Deputy Michael Welbank

#### **Officers:**

Katie Odling	- Town Clerk's Department
Esther Sumner	- Town Clerk's Department
Mark Paddon	- Chamberlain's Department
Paul Monaghan	- City Surveyor's Department
Steve Presland	- Director of Highways & Cleansing
Victor Callister	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Patrick Hegarty	- Open Spaces Department
Alan Rickwood	- City Police

#### **1. APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

#### **2. DECLARATIONS BY MEMBERS OF ANY PERSONAL AND PREJUDICIAL INTERESTS IN RESPECT OF ITEMS ON THIS AGENDA**

There were none.

#### **3. MINUTES**

The Minutes of the meeting held on 21 May 2012 were approved as a correct record subject to the inclusion of the following : -

*“Marianne Fredericks declared a personal interest in respect of item 7.2 due to being a Member of the City of London School for Boys.”*

**MATTERS ARISING: -**

**The Times Cities for Cycling Campaign (Item 3):** - Members were informed a resolution had been submitted to the Policy and Resources Committee and would be considered at their meeting on 5 July 2012.

**Millennium Bridge Area Environmental Enhancements (Item 7.2)** – Members were informed that a further report in respect of the detailed design plan would be submitted to this Committee at its next meeting on 16 July 2012.

**Road Safety (Item 9)** – A report regarding road safety matters would be submitted to the Committee on 16 July 2012.

**4. HOLBORN AREA ENHANCEMENT SCHEME**

Consideration was given to a Gateway 4, detailed options appraisal report of the Director of the Built Environment which provided a range of options to deliver an area enhancement scheme at Holborn Circus which was the worst personal injury accident hotspot in the City.

A number of options for the junction design had been developed in conjunction with TfL and the London Borough of Camden. No specific materials were presented to TfL as part of the design work however in discussion with TfL at their ‘Design Review Panel’, TfL specified that they would want this major junction to deliver a high specification public realm.

During discussion, reference was made to the importance of progressing the project as soon as possible; the inclusion of a time limitation for the financing of the project and any mitigating action in the Risk Register (page 45 of the report); the design detail of the project which Members were advised would form part of the Gateway 5 process and the application for Listed Building Consent. The Committee also indicated their support for SUDS.

Members questioned as to whether an application for Listed Building Consent could be approved by this Committee alone and the Town Clerk confirmed this was possible.

**RESOLVED** : - That,

- i) the major junction improvement works (Option 4) at an estimated total cost of £3,091,393 (including SUDS and contingency), be approved subject to further Member approval of the detailed design and authority to start work reports. This is also subject to the London Borough of Camden agreeing to fund the additional costs (£9,470) associated with granite setts in Hatton Garden, and any future maintenance costs;

*Note: Should the London Borough of Camden not be able to fund the additional costs then Option 3 would be considered at Gateway 5 stage.*

- iii) the progression of Option 4 to Detailed Design and Authority to Start Work Stages at a cost of £194,000 to be fully funded from within the £2.5m Transport for London Major Bid Grant be approved;
- iv) the overall prioritisation of this project and the Funding Strategy set out in the main report and Appendix A, Table 4, be approved subject to the further confirmation at detailed design stage; and
- iv) the submission of an application for Listed Building Consent be approved by the Streets and Walkways Sub Committee in order to relocate the Grade II listed Prince Albert Statue.
- v) time limitation for the financing of the project and any mitigating action be included in the Risk Register.

**5. NEW LUDGATE (30 OLD BAILEY) S.278 AGREEMENT**

Consideration was given to a report of the Director of the Built Environment which sought seek permission to sign an agreement under section 278 of the Highways Act 1980 (S.278) with Land Securities, the developer of the site incorporating 30 Old Bailey and 60 Ludgate Hill (referred to as New Ludgate). The report also provided two options for the footway material to be used on Limeburner Lane.

Members noted that the recommended option (option 1) was strongly preferred by the developer because it was consistent with the retail usage of the new development and they had confirmed they were happy to provide the £147,100 maintenance cost as part of a commuted sum.

One Member requested consideration of more greenery around the development and the Assistant Director advised this was something the developer was keen to include and that this would form part of the detailed design stage.

One Member questioned how traffic would be managed as part of the project delivery onsite. It was confirmed that a rounded approach to traffic management would be undertaken.

**RESOLVED:** That,

- i) Option 1 be approved as the preferred option at an estimated cost of £737,600;
- ii) authority be delegated to execute an agreement under section 278 of the Highways Act 1980 to the Director of the Department of the Built Environment and the Comptroller & City Solicitor; and
- iii) any necessary advertising of proposed changes to traffic management orders be approved which was a statutory consultation requirement.

**6. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

One Member raised a question regarding the lamppost which was positioned in front of the St Lawrence Jewry Drinking Fountain on London Bridge. Members were informed that this would be moved, however this would require disconnection and reconnection by UKPN and would therefore be undertaken after the Olympics.

A Member expressed concern at the lack of maintenance of the Transport for London planter boxes on the approach to London Bridge. The Open Spaces Technical Manager advised that he would report the condition of the planters to Transport for London and report back to Members on the suggestion that the City should maintain these planters.

7. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

**Olympic Torch relay** – Members were informed that the route for Day 69 of the Olympic Torch Relay had been released and this would be made available to all Members of the Corporation, Corporation staff and also published on the Corporation's website.

**Closure of Millennium Bridge** – Members were alerted to a possible closure of Millennium Bridge for the installation of a piece of art work for a period of around 1 hour. Members noted the possible closure but requested that the closure be at a time which would cause the least amount of disruption to traffic/pedestrians.

**Millennium Bridge Inclinators** – Members were informed that additional signage would be put in place around this area.

8. **EXCLUSION OF THE PUBLIC**

RESOLVED: - That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act.

9. **NON-PUBLIC MINUTES**

The non-public Minutes of the meeting held on 21 May 2012 were considered.

10. **QUESTIONS ON NON-PUBLIC MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

There were none.

11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There was none.

**The meeting ended at 12.20 pm.**

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Chairman

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# Agenda Item 4

<b>Committee:</b>	<b>Date:</b>
Streets and Walkways Sub Committee	16 July 2012
<b>Subject:</b> Decisions taken under delegated authority or urgency powers	<b>Public</b>
<b>Report of:</b> Town Clerk	<b>For Information</b>
<b><u>Summary</u></b>  This report provides details of action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman of the Streets and Walkways Sub (Planning and Transportation) Committee, in accordance with Standing Order Nos. 41(a) and 41 (b).  <b>Recommendations:-</b>  That the action taken be noted.	

## **Main Report**

### **Background**

1. Standing Order Nos. 41(a) and 41(b) provide mechanisms for decisions to be taken between scheduled meetings of the Planning and Transportation Committee, either where it is urgently necessary that a decision be made or where the Committee has delegated power for a decision to be taken.

### **Decisions Taken under Urgency Procedures**

2. The following actions have been taken under **delegated authority**, Standing Order No. 41 (a) : -

- **Fields in Trust – Queen Elizabeth II Playing Fields**

The Queen Elizabeth II Fields Challenge sought to safeguard 2012 recreational spaces across the country as a legacy to celebrate the Queen's Diamond Jubilee and the London 2012 Olympics and Paralympics. It is the current flagship project of Fields in Trust, one of the charities being supported by the Lord Mayor's Appeal.

It was agreed by Open Spaces, City Gardens and West Ham Park Committee and the Streets and Walkways Sub Committee to dedicate Tower Hill Garden and the new garden at the former St Paul's Coach Park. This required a Deed of Dedication to be registered with the Land Registry.

**Action agreed under delegated authority : -**

The Meeting of the Streets and Walkways Sub Committee on 19 March 2012, it was agreed that authority be delegated to the Town Clerk in consultation with the Chairman and Deputy Chairman to approve the final 'Fields in Trust – Queen Elizabeth II Playing Fields Annotated Non-Charitable Deed of Dedication Local Authority Protected" document in order to ensure the appropriate legal agreement was in place. The Deed of Dedication has now been finalised by the Comptroller and City Solicitor and signed off by the Chairman and Deputy Chairman of this Sub Committee.

- **Paul's Walk Western – Gateway 4c/5**

The Riverside Enhancement Strategy and the framework for its implementation were approved by the Streets and Walkways Sub-Committee, Policy and Resources and Finance Committees, and the Court of Common Council in May and June 2005.

In June 2011, the Planning and Transportation Committee delegated authority to the Town Clerk in consultation with the Chairman and Deputy Chairman of the Streets and Walkways Sub Committee to approve the design report. Due to the new project management process, this report combines a design and authority to start works report. This matter has also been considered and approved by the Projects Sub Committee on 20 June 2012.

**Action agreed under delegated authority : -**

- a) Implementation of physical environmental enhancement works in Paul's Walk Western End to be carried out by Network Rail with the exception of works related to the irrigation system and pipe subway and to remove the existing tree, as specified in the letter of agreement signed by Network Rail and the City of London in March 2012;
- (b) Approve a £378,664 budget for the implementation of the project fully funded by the compensation payment received from Network Rail.

**Conclusion**

3. Members are asked to note to contents of this report.

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# Agenda Item 5

Committee(s):	Date(s):	Item no.
<b>Streets &amp; Walkways Sub-Committee</b>	<b>16/07/2012</b>	
<b>Projects Sub-Committee</b>	<b>17/07/2012</b>	
<b>Resource &amp; Allocation Sub-Committee</b>	<b>26/07/2012</b>	
<b>Policy &amp; Resources Committee</b>	<b>06/09/2012</b>	
<b>Subject:</b> <b>Eastern City Cluster progress report – Great St Helen’s: Sculpture Space Years 3 and 4</b>	<b>Public</b>	
<b>Report of:</b> <b>Director of the Built Environment</b>	<b>For Decision</b>	
<p style="text-align: center;"><b><u>Summary</u></b></p> <p>Located within the City’s Eastern Cluster, the Great St Helen’s Sculpture Space provides a location for the display of artworks by globally recognised artists sourced through leading galleries, and provides a focus for school and community events that promote the City’s cultural offer. It forms part of the Eastern City Cluster environmental enhancements and is delivered through a partnership between local businesses, the art world and the City. An Advisory Board has been set up to provide guidance on project development and is chaired by Deputy Cassidy, and includes Mr Scott and Mrs Littlechild as Chair and Deputy of the Culture, Heritage &amp; Libraries Committee respectively.</p> <p>The project has been running since 2011 (Year 1) and 2012 (Year 2) is currently underway. The initiative has been very positively received by local businesses, the public and the art world. The enthusiasm and partner involvement of local businesses means the Sculpture Space is considered a high priority deliverable for this area. The partnership working has led to an increased number of artworks in Year 2, with a total value of £1.8m, and a doubling of the number of school workshops and external business partners. The updated total cost of delivering Year 2 is £372,646, and more than 80% of this value was secured from external partners through in-kind and financial contributions, an increase from Year 1.</p> <p>Gallery and business partners commented planning over a 2 or 3 year cycle would help enable them to provide financial or in-kind support. It is proposed that the project is planned over two years on a rolling basis and that officers plan for the delivery of Years 3 and 4 from summer 2012. The project target is that the City aims for a contribution of £30,000 per annum from each of the external businesses involved. This will enhance the long term sustainability of the project, ensure efficiency gains in the process of planning and delivering each year, and will work better with the structures used by the external business partners involved and the art world.</p> <p>The total budget required to deliver Years 3 and 4 is estimated at £996,772. It is proposed that the City provides a capped contribution up to a maximum of</p>		

£50,000 per annum in Years 3 and 4, funded by £100,000 from the Pinnacle Section 106 Agreement that was earmarked in 2010 for the lower priority Phase 3 works to St Mary Axe. This would equate to 10% of the total budget required, with 90% secured from external partners. The proposed City funding is within the aims for this area set out in the 2010 evaluation report. It is anticipated this sum will be recouped through future interest accrued and savings on the cost of works through the new term contractor arrangement. In the event this is not the case, the design for Phase 3 will be scaled accordingly.

### **Recommendation**

It is proposed that Members:

- a) Note the contents of this progress report,
- b) Approve use of £100,000 of the £800,000 earmarked in 2010 for Phase 3 evaluation and works by the City for a capped contribution up to a maximum of £50,000 per annum in Years 3 and 4.

## Gateway 6: Progress Report

<b>Committee(s):</b>	<b>Date(s):</b>	<b>Item no.</b>
<b>Streets &amp; Walkways Sub-Committee</b>	<b>16/07/2012</b>	
<b>Projects Sub-Committee</b>	<b>17/07/2012</b>	
<b>Resource &amp; Allocation Sub-Committee</b>	<b>26/07/2012</b>	
<b>Policy &amp; Resources Committee</b>	<b>06/09/2012</b>	
<b>Subject:</b> <b>Eastern City Cluster progress report – Great St Helen's: Sculpture Space Years 3 and 4</b>	<b>Public</b>	
<b>Report of:</b> <b>Director of the Built Environment</b>	<b>For Information</b>	

### Overview

<b>Brief description of project</b>	<p>Environmental enhancement works in the Eastern City Cluster are fully externally funded by two Section 106 Agreements and one Section 278 Agreement related to the 122 Leadenhall Street and Pinnacle (22-24 Bishopsgate) developments.</p> <p>Great St Helen's Sculpture Space forms part of the environmental enhancement works in the Eastern City Cluster. On 19<sup>th</sup> April 2011 Members approved the establishing of a sculpture space for the temporary (up to one year) display of public artworks and linked community events, to be in partnership with local businesses.</p> <p>Year 1 of the project was generally regarded as very successful. Year 2 commenced planning in November 2011 and was delivered in June 2012. Eight sculptures by globally established and up and coming artists including Tracey Emin, Yayoi Kusama, Dan Graham, Michael Craig-Martin, Julian Opie and Thomas Houseago were installed in June 2012. 120 children from four City fringe schools have each taken part in 4 artist-led on site workshops. 27,569 people attended the Cheapside Fayre on Saturday 23<sup>rd</sup> June where one of the two Sculpture Space public events was located, and 1,020 children and adults took direct part in the Sculpture Space public events on Cheapside and in Leadenhall Market.</p> <p>The involvement of local businesses as partners and the enthusiasm for this project alongside the momentum gained means it is considered a high priority deliverable for the area.</p> <p>The intention is that the project will be placed on a two year rolling programme. This will enable officers to make efficiency savings in City officer time, plan for growth in partnerships, make it easier for</p>
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	<p>businesses to become involved, and develop more effective relationships with leading galleries that plan on similar cycles.</p> <p>It is proposed to use £100,000 to fund a capped per annum contribution from the City in Years 3 and 4, and for the sum to be secured from the Pinnacle Section 106 Agreement sum earmarked in 2010 for the lower priority Phase 3. Phase 3 was estimated at £800,000 for evaluation and works and anticipated to be delivered in 2015-2017. Officers anticipate this £100,000 would be replenished through interest accrued, as well as there being cost savings to the works from the new term contractor arrangement, meaning Phase 3 works would not be compromised by this allocation.</p>
<p><b>Success Criteria</b></p>	<ul style="list-style-type: none"> <li>• Enhance the streets and spaces in line with Corporate Strategic and Cultural objectives</li> <li>• Deliver community events in partnership with other cultural organisations</li> <li>• Enhance the street environment to match the standard of the current and forthcoming buildings in the area</li> <li>• Enhance the streets and spaces to support the increased use of the area as a result of the Pinnacle and 122 Leadenhall Street developments</li> <li>• Develop and strengthen partnerships with key private businesses to secure financial and ‘in kind’ contributions</li> <li>• Develop an approach that enables private businesses to take on an increasing part of the funding for the project in the medium term (after 3-5 years), with an aspiration that it will become financially self-sustaining</li> <li>• Enhance the City’s reputation as a centre of excellence for the display of high profile public art</li> <li>• Facilitate partnerships between City businesses and community events providers to increase access for schoolchildren to the City and City art projects</li> <li>• Promote a wider range of cultural/leisure activities in the public realm, with a positive impact on amenity</li> </ul>
<p><b>Link to Strategic Aims</b></p>	<p><i>Aim 1: To support and promote ‘The City’ as the world leader in international finance and business services</i></p> <p>The project contributes positively to the appearance and reputation of one of the City’s highest profile areas, with works by world-renowned artists being placed close to iconic office locations and a historic/retail centre.</p> <p>The project helps the City achieve Key Policy Priority 4 - maximising the opportunities and benefits afforded by our role as a good neighbour and major sponsor of culture and the arts – and delivery of the City’s Cultural Strategy 2010-14.</p> <p>The project helps achieve Core Strategy Policy CS11: Visitors, Arts and Culture, by providing opportunities to display high quality pieces in appropriate locations, providing visitor information and</p>

	<p>encouraging the City's communities and visitors to make full use of its cultural and heritage facilities.</p> <p>The Sculptures Space and partnership approach is a key performance indicator stated in the emerging City of London Cultural Strategy 2012</p>
<b>Within which category does the project fit</b>	Substantially reimbursable – fully externally funded through Section 106 contributions from the Pinnacle and 122 Leadenhall Street developments, and financial and 'in kind' contributions from project partners. For Years 3 and 4 it is proposed to be funded from the Pinnacle Section 106 Agreement.
<b>Resources Expended To Date</b>	<p>On 12<sup>th</sup> March 2012 Culture, Heritage and Libraries Committee approved delivery of Year 2 of the Sculpture Space, including artworks at an estimated commercial rental value of £162,000, with total external funding estimated at £85,900 and City of London funding of £72,000. Streets &amp; Walkways Sub-Committee received a progress update on 19<sup>th</sup> March 2012.</p> <p>Total expenditure on Year 2 to date is £40,027 including committed funds and staff cost expenditure of £4,831.</p>
<b>Tolerances</b>	<p>A small contingency of £3,000 has been held specifically for unforeseen costs in the display of the artworks, for example maintenance of the area for an artwork.</p> <p>The number of artworks, size of community events, and extent of marketing and PR work depends on external funding received.</p>

### Progress

<b>Reporting Period</b>	March 2012 – July 2012
<b>Summary of progress since last report</b>	<p>Since the previous progress report of 19<sup>th</sup> March, the number of artworks to be sited in Year 2 increased to 8. The works, by Tracey Emin, Yayoi Kusama, Julian Opie, Michael Craig-Martin, Angus Fairhurst, Thomas Houseago and a new piece constructed specifically for the project by Dan Graham, were installed in June 2012.</p> <p>Hackney City Academy, Cayley Primary School, St Paul's Way Trust School and Haggerston School for Girls were approached to take part in the targeted school workshops as part of the City's ongoing commitment to working with children from neighbouring boroughs. 120 schoolchildren, 30 from each school, each took part in 4 artist-led workshops. The number of on-site school workshops was increased to 16 (four per school) in Year 2 from 4 in Year 1. 8 of these were held before the artworks are installed, and 8 are being held afterwards. These and 2 public events, run by experienced providers, Open City, were a successful element within the Celebrate the City programme. There were 27,569 attendees at the Cheapside Fayre on Saturday 23<sup>rd</sup> June, and 1,020 children and adults took direct part in the Sculpture Space public events on Cheapside and in Leadenhall Market.</p>

	<p>Feedback has been positive from project partners and the schools and volunteers. City officers have continued to provide all project management and fees for consultancy required to deliver the project.</p> <p>Business partnerships with the City's external partners have been strengthened in Year 2. Initial partners Hiscox, British land and Aviva all increased their financial support for delivery of Year 2. Aon and 30 St Mary Axe confirmed their financial support for Year 2, and Brookfield confirmed they were unable to support Year 2, but were committed to getting involved next year. The new partners mean the City has provided 19.2% of the value of Year 2 through \$106 contributions, with partners providing 80.8% of the project value.</p> <p>The Advisory Board that has been set up is chaired by Deputy Cassidy, and comprises Mr Scott and Mrs Littlechild as Chair and Deputy of the Culture, Heritage &amp; Libraries Committee respectively, Robert Hiscox from Hiscox, and senior representatives from British Land, Aviva, Aon, Brookfield and IVG UK. Arab Investments were invited and officers will continue this consultation as future works are progressed. Further potential partners have been identified including Swiss Re, Lloyd's of London and Willis.</p> <p>Meetings were held on 18<sup>th</sup> January, 27<sup>th</sup> March and 23<sup>rd</sup> May 2012, and local partners and City Members provided guidance on opportunities to develop the project. In particular, the Advisory Board members agreed on the following objectives:</p> <ul style="list-style-type: none"> <li>• Preserve a focus on maintaining the quality of artworks, working with a mix of galleries and established and establishing artists,</li> <li>• Maintain and improve the social benefits of the project bringing the public into the City through school and community events,</li> <li>• Look to plan and deliver the project in a 2 or 3 year cycle to make it more efficient and affordable for the larger project partners (Aviva and Aon) due to the time needed for internal approval processes,</li> <li>• Consider ways to integrate the weekend City with the project,</li> <li>• Connect to local attractions like Leadenhall Market and Fen Court,</li> <li>• Ensure the project does not become too widely spread, to not dilute the identity and impact of the project,</li> <li>• Look at ensuring a permanent artwork presence with options of two 6-month rotations or one 12-month exhibition each year,</li> <li>• Approach potential new partners in the local area that have or may have an interest including Swiss Re, Lloyd's of London and Willis.</li> </ul>
<p><b>Programme</b></p>	<p>It is proposed to plan project delivery over two years on a rolling basis, and engage businesses and galleries over a programme for Years 3 and 4 from summer/autumn 2012. This would enable better financial planning, facilitate Corporate Social Responsibility input from partners, enable businesses to make decisions in good time before financial year end, and allow the galleries to contribute more fully as they plan two years hence.</p> <p>This would also provide flexibility to allocate funding over the 2 year period</p>



and to plan for changing artworks on a 6 or 12 monthly basis, depending on what may work best for the project, galleries, partners and the City. The City currently has provided project management and fees and the two year planning would enable officers to see how allocation of time and resources in these elements can be improved.

Years 1 and 2 both resulted in the display of high quality artworks and successful school and community events. For Years 3 and 4 it is proposed to match the standards of Years 1 and 2 in artworks and school and community events. As before, officers would obtain the consent of all private landowners and planning permissions as required for the display of works. The proposed target is to secure the display of 8 artworks for 12 months in Year 3 and the same in Year 4. This would comprise a mix of artworks on 6- and 12-month displays, for example 4 artworks for 12 months, and 2 sets of 4 artworks each for 6 months. Officers will aim for growth in the project, which will depend on an increase in the number of external project partners.

The geographical area of the Sculpture Space increased in Year 2, to accommodate growing interest in the project. At the same time, all business partners commented that a key success of the project is the concentration of high quality artworks in one location providing a positive identity for the locality. For Years 3 and 4 officers would work to ensure the Sculpture Space area keeps its proximity, as well as being in a position to attract new local partners. At the last Advisory Board meeting an area bounded by Bishopsgate in the west, Bevis Marks in the north and Fenchurch Street in the south was proposed. It is proposed this would be limited to Bury Street/Billiter Street in the east to preserve the concentrated feel, please see Appendix C.

A key goal is to strengthen the partnership approach and funding mechanism. For Years 3 and 4 officers are working to strengthen existing and develop new partnerships with local businesses. The aim is to add a new partner in Year 3 and a further new partner in Year 4. Potential partners have been identified including Swiss Re, Lloyd's of London and Willis.

It is proposed to use £100,000 of the Pinnacle Section 106 Agreement sum, earmarked in the 2010 evaluation for the lower priority Phase 3, to fund a capped per annum contribution of £50,000 from the City in Years 3 and 4. Phase 3 was estimated at £800,000 for evaluation and works and anticipated to be delivered in 2015-2017. Officers anticipate the £100,000 would be replenished through interest being accrued on the principle sum up to project delivery. In addition, the new term contractor arrangement is expected to provide an average 18% saving on the cost of works. Should the project budget not be replenished, the lower priority Phase 3 will be scaled to the budget available.

The project would be planned and delivered in the same way as Years 1 and 2 with the advantage of two year planning. Officers anticipate reducing the contribution in Year 4, with the aim in Year 5 that the City

	<p>provides a contribution equal to the contributions of the other partners.</p> <p>This is considered an appropriate use of funds. The momentum behind and enthusiasm for Great St Helen's: Sculpture Space, in particular from local businesses, means the Sculpture Space is seen as a high priority deliverable for this area.</p>
<p><b>Budget</b></p>	<p>The total value of the artworks displayed in Year 2 is £1.8m. The updated expected total cost of delivering Year 2 is £372,646 (see the financial table in Appendix B). More than 80% of this value has been secured from external partners through in-kind and financial contributions, an increase from Year 1.</p> <p>The project is anticipated to grow in Year 3 and again in Year 4. The total cost for delivery of Years 3 and 4 is estimated at £996,772, consisting of £480,567 in Year 3 and £516,204 in Year 4.</p> <p>The City's contribution is proposed to be capped at £50,000 per annum in Years 3 and 4, meaning a total capped contribution of £100,000. As such, the City aims to secure 90% of the value of the project from external sources in Years 3 and 4.</p> <p>In 2010 Members approved the phased enhancement of the Eastern Cluster area, fully funded by the Section 106 and Section 278 Agreements relating to the 122 Leadenhall Street and Pinnacle developments. The City's contribution to Great St Helen's: Sculpture Space Years 1 and 2 were funded through the public art budget within the Eastern City Cluster Phase 1 environmental enhancements approved in December 2010, and fully funded by the Pinnacle Section 106 Agreement.</p> <p>It is proposed that the City's contribution to the project be funded by £100,000 from the Pinnacle Section 106 Agreement earmarked in 2010 for the lower priority Phase 3 works in this area. Officers anticipate the £100,000 would be replenished through interest accrued prior to delivery of Phase 3. Officers also expect the Phase 3 works cost to be lower than estimated in 2010 due to the new term contractor arrangement being expected to provide an average 18% cost saving on works.</p> <p>The table in Appendix B shows the in-kind and financial income, works costs, fees and staff costs relating to Years 1 to 5 of Great St Helen's: Sculpture Space. It provides:</p> <ul style="list-style-type: none"> <li>• Income and costs for Year 1,</li> <li>• Updated income and expected costs for Year 2,</li> <li>• Indicative expected costs for Years 3 and 4, and</li> <li>• An outline indication for Year 5.</li> </ul> <p>From Year 3 the value of 8 artworks on display for 12 months at commercial rates is estimated at £288,000 (at a rate of £3,000 per month per piece, based on commercial rental values). It is proposed to set a target of a £30,000 per annum contribution from each partner.</p>

	<p>In Year 3 it is expected the cost of delivering the artworks and community events will increase by approximately 20% due to the greater install costs of more artworks and to achieve 8 artworks on display for 12 months. The City is actively seeking more external partners. It is planned that this increase in Year 3 will be covered by the securing of a new external business partner.</p> <p>In Year 4 it is expected a further external business partner will be secured and the project will grow. As such, officers will look to reduce the City's contribution in Year 4, with an overall goal of the City contributing an equal sum as the contributions of the external project partners in Year 5.</p> <p>The table shows the financial contribution from the City each year, as a percentage of the total project cost. It also shows the current/anticipated balance from financial contributions in each year.</p> <p>If there is a financial balance left after the delivery of each year, this sum would be used for the planning and delivery of the next two years of the Sculpture Space.</p>
<b>Risk</b>	<p>1. Risk of not securing the level of external funding required from external partners</p> <p>Reduce. Positive relationships established with local partners. The proposed partner contribution of up to £30,000 per annum is achievable from business in this location. Planning over a 2 year period would reduce the risk of partners not being able to support due to the timing of financial year end.</p> <p>2. Risk of not securing the number of partnerships required.</p> <p>Reduce. Partnerships established with the Advisory Board members, and to identify other interested local businesses and respond to needs. If only partial funding is secured such as for the community events programme, the community events programme would be reduced to take account of the lower funding.</p> <p>3. Risk of cost to the City of Years 3 and 4 exceeding available funds</p> <p>Avoid. Planning over a 2 year period will enable City officers to monitor against the number of business partners and scale down the project if necessary. It will also provide officers with the information to inform the Advisory Board of this risk, and ensure external partners and Members can discuss and react if a cost overrun appears likely.</p>
<b>Communications</b>	<p>In Years 1 and 2 officers consulted and communicated regularly with local stakeholders and Members. The Advisory Board comprising City Members and senior representatives from Hiscox, British Land, Aviva, Aon, Brookfield and IVG UK met in January, March and May.</p> <p>Internally, all works have been developed in consultation with City Surveyors, Highways Team, Open Spaces and the Access Team, and all</p>

	<p>future works will be developed and implemented in the same manner.</p> <p>For Years 3 and 4 it is proposed the Advisory Board meets 4 times a year to continue to guide and develop the project. Works would continue to be developed in consultation with all relevant internal City Departments, and any comments received from members of the public.</p>
<p><b>Benefits achievement</b></p>	<ul style="list-style-type: none"> <li>• The streets and spaces were enhanced with public art and art-related activities in line with Corporate Strategic and Cultural objectives</li> <li>• Community events were delivered in partnership with the City of London Festival</li> <li>• Partnerships were created with key private businesses that secured financial and 'in kind' contributions for Years 3, 4 and future years</li> <li>• The street environment was enhanced with artworks that match the high profile status of the offices and buildings in the local area</li> <li>• The reputation of the City of London as a Cultural centre and links with leading London art galleries have been enhanced</li> <li>• A wider range of cultural/leisure activities commences in the public realm and locality</li> <li>• It has been commented that work of this nature makes the City a more attractive place to live and work, contributing to the reasons why businesses would wish to remain or locate in the City</li> </ul>
<p><b>Lessons</b></p>	<p>Gallery and business partners have commented that it is more effective for them to commit to the project with financial or in-kind support by planning over a 2 or 3 year cycle. This would enable galleries to work with the City to plan at a comparable level to how they plan their own exhibitions. In turn, this will mean officers can report back with certainty over the quality of artworks and artists to be involved in the future, providing certainty to business partners of the quality of the project.</p> <p>The current need for annual approvals in the City requires a larger amount of officer time and resources compared with a shorter progress report. Planning and delivering over two years on a rolling programme will enable officers to increase time on project delivery and ensure the reporting regime is correct and does not take up an overly large amount of the time dedicated for project management.</p> <p>Increasing the geographical area slightly enables more external business partners to become partners in the project, thereby reducing the level of contribution required from the City's \$106 funds. At the same time, all partners agreed it best to retain a restricted area to maintain the concentration of high quality artworks and the impact of the project. A slight increase southwards is proposed to retain the close walking area of the Sculpture Space, and to best integrate with existing City attractions such as Leadenhall Market and enhance the identity of the overall area.</p>
<p><b><u>Recommendation</u></b></p>	<p><i>It is proposed that Members:</i></p> <p>a) <i>Note the contents of this progress report,</i></p> <p>b) <i>Approve use of £100,000 of the £800,000 earmarked in 2010 for Phase 3 evaluation and works by the City for a capped contribution up to a maximum of £50,000 per annum in Years 3 and 4.</i></p>

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## **Appendices**

### **Appendix A**

Artworks placed on display in Year 2 and press coverage

### **Appendix B**

Great St Helen's: Sculpture Space – updated funding and costs for Years 1, 2, 3, 4 and outline for Year 5

### **Appendix C**

Plan showing area extent for Years 3 and 4

**Appendix A** Artworks placed on display in Year 2 and press coverage



# THE CAPITALIST

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## The City gains seven sculptures

A NUMBER of City of London-based businesses, including Hiscox, Aviva, British Land, IVG UK and Aon, have clubbed together with the City of London Corporation to create Great St Helen's: Sculpture Space in the heart of the City.

Set among London's iconic architectural landmarks, including the Gherkin and the Lloyd's building, a free curated exhibition comprising seven sculptures will be open to all-comers until January 2013.

The curator of the exhibition chose works by internationally renowned artists such as Michael Craig-Martin, Tracey Emin, Angus Fairhurst, Dan Graham, Thomas Housego, Julian Opie and Yayoi Kusama.

The organisers hope the artworks will draw visitors to the City and encourage them to engage with bold and striking art.

The works have been chosen by a board, which is made up of members of the organisations involved.

The new sculptures add to the buzz around the City these days, ahead of the Olympics celebrations. This weekend sees Celebrate the City, four days of activities including music, walking tours and a street fair.



Some of the works that are part of the City's new Sculpture Space exhibition, including (top right) Yayoi Kusama's flower

SATELLITE TV giant BSkyB is holding its prestigious summer drinks party tonight, which unfortunately for hosts and guests alike clashes with a rather critical England v Ukraine football match.

Needless to say, given that Sky prides itself on being the live sports presenter of choice, it will be showing the match at the Oxo restaurant, the venue for the occasion.

But in doing so it will be showcasing rival ITV's coverage, since ITV has the rights to the game on this occasion, given that the Euro Championships are traditionally broadcast by free to air channels.

ITV's joy at upstaging its rival will be short-lived if it manages to miss one of the crucial goals, as it has done at least once in the past.

BSkyB will no doubt be celebrating its recent victory in renewing its Premier League live rights package for the next three years. It has just agreed to pay £2.28bn to show 116 Premier League football games per season from the season after next.

Meanwhile there will be some interest in whether any politicians show up for tonight's drinks after the rows over access to ministers during the News Corp bid for BSkyB.

Culture secretary Jeremy Hunt, who was recently at pains to dismiss claims that Rupert Murdoch's News Corp was privy to a back channel to help it proceed with its bid for BSkyB, is unlikely to be there for obvious reasons.

Above: City AM page 17, Tuesday 19 June 2012

Below: FT page 3, Tuesday 19 June 2012

### NATIONAL NEWS

# Sants warns City to adapt or face loss of power

FSA chief calls for 'radical' reform  
Concern voiced over regulatory change

By Brooke Masters, Chief Regulation Correspondent

London's position as a global financial centre is under threat because the UK financial sector is not rethinking its business models quickly enough in the face of a new political atmosphere and regulatory change, according to Hector Sants, the outgoing chief executive of the Financial Services Authority.

In a vaudeville interview with the Financial Times, Mr Sants warned that banks, brokers and insurers would all need "radical re-engineering" over the next five years because of changes in savings patterns, the shift of growth to the developing world as well as tougher regulation on everything from capital and liquidity to pay and marketing.

"I don't think management have fully appreciated

the need to change. They are thinking they can adjust by tweaking and modifying," said Mr Sants, who worked in the City as a broker and banker before joining the FSA.

"As a major cross-border financial centre, you would hope that the UK would be at the forefront of innovation and it's not happening to the degree that it should."

The UK also faced threats of "tickbox regulation" from Brussels if the eurozone pressed ahead with banking union, Mr Sants warned. Although the Greek election results reduce the risk of its immediate withdrawal from the eurozone, the FSA is continuing to push UK banks to be prepared for possible fallout from an exit.

The 27-nation EU bloc already has a single rule book but the FSA has substantial influence over the way the rules are applied because of its expertise and the general preference for one-country, one-vote consensual decision-making.

But that could all change, he warned, if the eurozone

#### Feeling exposed Threats to financial strength



New sculptures by Julian Opie at the foot of 30 St Mary Axe in the City yesterday  
Chris Boddy

#### Future as global hub

Financial services including banks, brokers and insurers must "radically reengineer their business models" in the next five years or London's future as a global centre is threatened.

#### Banking union

Eurozone banking union could threaten the UK financial sector with rules and supervisory practices it has no control over and lead to an increase in 'tickbox regulation'.

#### Contingency planning

Britain's banks are well prepared to withstand the immediate effects of a potential Greek exit from the euro. But the second and third order effects are impossible to predict.

pushed through unified supervision of its banks. "I don't believe the current structure can work if you have a bloc of votes that would sit with the eurozone supervisor. You will have to change the way European regulatory decisions are reached," Mr Sants said.

Brussels supervisors were already "pursuing a supervisory agenda that is fairly prescriptive [and] has elements of tickbox regulation". EU requirements made it "nearly impossible" for the FSA to follow through on plans to cut its data requests to City firms.

To protect London, Mr Sants said the government should insist its financial supervisors received autonomy to apply the EU rules in ways that made sense for UK firms.

Mr Sants' views will draw nods of approval in the City from those who have been warning that the UK is ceding the power to shape financial services to Brussels. They point to the proposed rules capping banker bonuses, regulations for derivatives trading and the Solvency II insurance safety

rules as examples of EU decisions that will greatly change UK business models.

But his critique that the industry is moving too slowly is likely to raise hackles because many in the City believe innovation is being slowed down by the FSA's post-crisis approach of intensive supervision and plans by the new Financial Conduct Authority to intervene in product development.

"The question is whether the regulator is enabling the change or inhibiting it," said Angela Knight, chief executive of the British Bankers' Association.

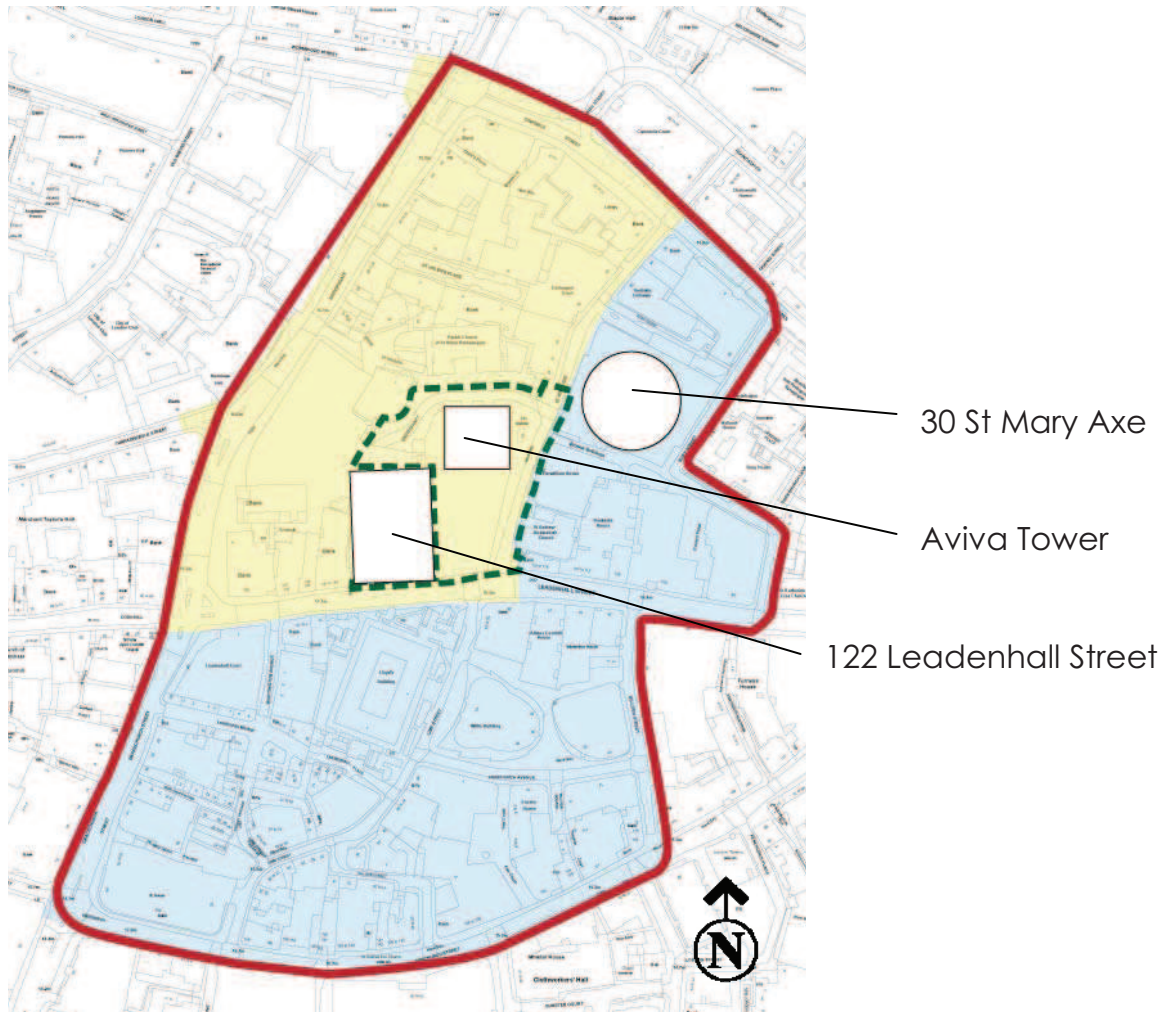
Looking back over his five years as FSA chief executive, Mr Sants said his greatest frustration was "the difficulty of driving culture change in a not-for-profit organisation... I made a lot of changes. I'm frustrated I couldn't make them more quickly."

Push gains ground, Page 6  
A union to bank on, Page 13  
Editorial Comment, Page 14  
Comment, Page 15  
Lex, Page 18

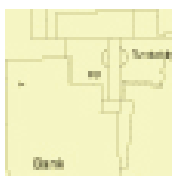


**Appendix B** Great St Helen's: Sculpture Space – updated funding and costs for Years 1, 2, 3, 4 and outline for Year 5

Description	Year 1 2011-12 4 pieces Combination of pieces on display for 6 and 12 months	Year 2 2012-13 8 pieces Combination of pieces on display for 3, 6 and 12 months	Year 3 2013-14 8 pieces Combination of pieces on display for 6 and 12 months	Year 4 2014-15 8+ pieces Combination of pieces on display for 6 and 12 months	Year 5 2015-16 outline 8+ pieces Combination of pieces on display for 6 and 12 months
<b>Funding</b>					
In-kind notional value of artwork loans from Gallery Partners	120,000	198,000	288,000	288,000	288,000
In-kind contributions from Sculpture Space Partners	21,616	25,712	26,654	26,654	26,654
<b>In-kind sub-total</b>	141,616	223,712	314,654	314,654	314,654
Actual financial contributions from Sculpture Space Partners	24,500	79,500	123,346	153,346	173,346
Actual financial contributions from the City	63,269	72,000	50,000	50,000	30,000
<b>Actual financial sub-total</b>	87,769	151,500	173,346	203,346	203,346
<b>Total funding</b>	229,385	375,212	488,000	518,000	518,000
<b>Costs</b>					
Notional Commercial Rental Value of display of artworks	120,000	198,000	288,000	288,000	288,000
<b>Notional cost sub-total</b>	120,000	198,000	288,000	288,000	288,000
Install, display, de-install, maintenance of artworks for 12 months	55,864	65,483	78,318	93,318	93,318
Printing and delivery of community events	33,500	41,000	49,200	64,200	64,200
<b>Works sub-total</b>	89,364	106,483	127,518	157,518	157,518
Reporting, dvd, brochure	7,688	12,500	12,500	12,500	12,500
Targeted PR and marketing campaign	-	15,950	15,950	15,950	15,950
Other fees	-	31,713	24,000	24,000	24,000
<b>Fees sub-total</b>	7,688	60,163	52,450	52,450	52,450
Co.L Staff Costs	12,471	8,000	8,000	8,000	8,000
Year 3 cost increase assuming inflation at 3%	-	-	4,599	4,599	4,599
Year 4 cost increase assuming inflation at 3%	-	-	-	5,637	5,637
Year 4 cost increase assuming inflation at 3%	-	-	-	-	5,806
<b>Total costs</b>	229,523	372,646	480,567	516,204	522,010
<b>Current/anticipated balance from financial contributions</b>	-138	2,566	7,433	1,796	-4,010
City financial contribution as percentage of total project cost	27.57%	19.32%	10.40%	9.69%	5.75%



The area extent consists of 3 funding areas



Area where Pinnacle Section 106 Agreement funding can be used



Area where both Pinnacle and 122 Leadenhall Street Section 106 Agreement funding can be used



Area to be funded by external business partners in Years 3 and 4

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# Agenda Item 6

<b>Committee(s):</b>	<b>Date(s):</b>
Streets and Walkways	16 July 2012
<b>Subject:</b> Aldersgate St / Beech St – Junction Review	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>
<b><u>Summary</u></b>	
<p>In July 2011, Members of the Streets &amp; Walkways Sub-committee approved the implementation of improvements to the Aldersgate St./ Beech St. junction including proposals to allow Transport for London to revise the traffic signal timings and operation as part of a three month trial and the installation of the City's first Pedestrian Countdown Timers.</p> <p>This report seeks to update Members on the outcome following the recently implemented junction improvements. The results of post-implementation monitoring and feedback indicate that the trial has been successful.</p> <p><b>Recommendations</b></p> <p>It is recommended that Members agree to retain the changes.</p>	

## **Main Report**

### **Background**

1. On 26 March 2010, Members of the Planning and Transportation Committee requested that Officers investigate the operational safety and efficiency of the Aldersgate Street / Long Lane / Beech Street junction following complaints from nearby residents and users of this junction.
2. Officers, in partnership with Transport for London, conducted initial traffic modelling investigations resulting in a number of improvement options. Consideration was given to all road users including vehicle drivers, cyclists, pedestrians and vulnerable users such as the elderly and disabled. Through a series of meetings, officers consulted neighbouring residents including members of the Golden Lane Residents Association and residents of the Barbican.
3. Towards the end of 2010, officers undertook initial investigation work, in partnership with Transport for London, and in consultation with neighbouring residents including members of the Golden Lane Residents Association and residents of the Barbican.
4. The main concerns raised by residents were insufficient time allocated for pedestrians to cross, and poor cyclist provision and safety concerns, particularly for vulnerable users such as the elderly and disabled. Other concerns included cyclists mounting the narrow footway on Beech Street and excessive traffic queues.
5. On 18 July 2011, the Streets & Walkways Sub-committee approved officer recommendations to implement a number of improvement options.

6. The overwhelming majority of residents who participated in a follow up consultation were in favour of Option 3 (*reducing Beech Street to one lane by removing the dedicated right turn lane and provision of a cycle feeder lane and Advanced Stop Line, and Long Lane and Beech Street Traffic will be discharged (have green lights) at the same time*) as well as measures such as Pedestrian Countdown Timers, SCOOT (Split Cycle Offset Optimisation Technique) and further junction layout improvements.

### **Current Position**

7. The main package of measures was implemented on 31 January 2012 on a three month trial basis with a view to them becoming permanent at the end of the trial.
8. Officers have been conducting various surveys to monitor the effects of the revised traffic signal operation and timings on the junction's operational performance, safety and convenience for all road users.
9. On 24 April 2012, Members of the Planning and Transportation Committee considered Orders of the Court of Common Council of 19 April 2012,

*(i) From the Ward of Aldersgate*

*"To review the traffic lights at the Aldersgate Street/Beech Street junction as regards the safety of pedestrians in the light of traffic light phasing, timing and the resulting traffic flow and the effect it appears to have had on undisciplined cyclists"*

10. The above is addressed under the 'Pedestrians' and 'Cyclists' headings of this report.

### Traffic

11. Officers commissioned a survey company to undertake 'before' (beginning December 2011) and 'after' (March 2012) traffic surveys to monitor vehicle queue lengths, to undertake manual vehicle classified counts and record directional movement. Surveys were undertaken over seven days covering 24 hours each day.
12. The traffic survey was complicated by a southbound road closure of Moorgate (between Ropemaker St and London Wall introduced on 27 February to accommodate Crossrail carriageway works resulting in daily traffic volumes increasing by up to 10%. Over a 24 hour period the number of buses along the Beech Street approach increased from an average 95 per day to an average of 700 per day, while medium to heavy goods vehicles increased from an average 170 per day to an average 230 per day.
13. The results showed a decrease in the number of queuing vehicles in all time periods surveyed. This was in spite of the significant increase in traffic using the junction as a result of the diversion.
14. So it can be concluded that the junction operation would more than adequately cater for normal traffic conditions.

### Pedestrians

15. The amount of crossing time for pedestrians at this junction has not been changed and remains at 6 seconds green invitation (green man), followed by a 15 second inter-green (8 seconds blackout and 7 seconds red man before the traffic signals change). These timings are based on standard TfL guidance on pedestrian phasing, where 6 seconds green invitation is now standard across London, whilst the inter-green period is based upon the crossing distances at the junction.
16. Although the timings will be unchanged, the provision of Pedestrian Countdown Timers at this junction will clearly indicate how much time is available to cross. This is useful at junctions like these where pedestrian flows are heavy, and where the time available for pedestrians is necessarily tight, and where a blackout phase (when crossing is still permissible) gives no positive indication. Thus a timer would help in reassuring pedestrians about how much time they have available to complete the crossing. TfL intends to install the Pedestrian Countdown Timers towards the beginning of October 2012. These will be the first Pedestrian Countdown Timers installed in the City of London.

### Cyclists

17. Removal of the dedicated right-turn lane in Beech Street has created the space to allow a cycle feeder lane and Advanced Stop Line (ASL) to be installed, allowing cyclists to safely negotiate their way to the front of queuing vehicular traffic.
18. Visual observation confirms a significant reduction in cyclists mounting the narrow footway in Beech Street.
19. City of London Police confirm they have not received any complaints from pedestrians in relation to cyclists mounting the footway at this location since the scheme was implemented.

### Safety

20. A Stage 3 Road Safety Audit was undertaken by the City's Road Safety Team following the implementation of Option 3.
21. The audit team welcomed the changes to the traffic signal operation. They also recommended that the existing pedestrian crossings be widened to complement the new junction operation but to do this would necessitate a wait for suitable funding to be identified.
22. City of London Police confirmed there has been one slight incident since the changes to the traffic signal operation but the contributing factors were unrelated to the junction improvement.

### Air Quality

23. In order to monitor air quality changes at the junction, air quality monitoring was undertaken from the start of February until the end of April. The City of London pollution team measure two types of air pollution at Beech Street, fine particulates (PM10) and nitrogen dioxide (NO2).

24. Unfortunately, at the end of February 2012 the air quality monitoring was affected by the introduction of the diversion in Moorgate explained earlier in this report. A review of the data measured for the month of February did not identify an increase in either pollutant. However, following the introduction of the traffic diversion, March and April saw significant increases in the level of NO<sub>2</sub>, particularly from diesel buses, which emit higher levels of NO<sub>2</sub>.
25. However, the fact that the figures for February showed no increase, and the fact that the air quality at the junction only started to deteriorate when the traffic diversion started would strongly suggest that the deterioration was not in any way linked to the changes to the Aldersgate Street / Beech Street junction.

### Consultation

26. Members of the Aldersgate, FarringdonWithin and Cripplegate Wards were informed once the improvement measures were implemented and invited to provide feedback.
27. Feedback received from Ward Members, nearby residents representing drivers of vehicles, pedestrians and cyclists, City Police, and lobby groups such as 'Cyclists in the City' have been very positive, signifying that the changes are welcomed.
28. Feedback received specifically noted the substantial reduction in vehicle queues whilst cyclists are able to safely negotiate their way to the front of vehicular traffic without having to mount the footway.
29. The City has since not received any requests for the implemented improvements to be removed.

### **Further Measures**

30. TfL is set to install the City of London's first *Pedestrian Countdown Timers* at this junction towards the beginning of October 2012.
31. Officers have on-going discussions with TfL in relation to a request for this junction to be included as part of their *SCOOT* programme. The installation of *SCOOT* links signals to a TfL central control and would permit effective smoothing of traffic flow variations and responses to disruptions caused by accidents, events, diversions and unplanned incidents.

### **Conclusion**

32. The results of post-implementation monitoring confirm that the junction improvements have been successful as the new junction operation proves to be safer for all road users, vehicle queues are substantially reduced and cyclists rarely mount the footway on Beech Street. Based on the post-implementation feedback received, these changes are welcomed by the local community while clearly contributing positively towards the Transport Objectives contained within the City's 2011 Local Implementation Plan (LIP2011.3, LIP2011.4, LIP2011.5, LIP2011.6)

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# Agenda Item 7

<b>Committee(s):</b> Streets & Walkways	<b>Date(s):</b> 16.7.2012
<b>Subject:</b> Road Traffic Casualties in the City	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	For decision
<b><u>Summary</u></b>	
<ul style="list-style-type: none"><li>• Members have requested to be kept up to date with the casualty statistics in the City. This report sets out the latest figures up to the end of 2011 and places this information in context. It also reflects on the private paper submitted to Members in May, by Mr Reilly.</li><li>• The casualty numbers in the City are relatively small and will fluctuate naturally over time. For this reason, it is essential to consider data covering several years when determining campaigns and programmes of work.</li><li>• Casualties have increased over the last two years. The total number of casualties in 2011 was 409. The significant increase in casualties arises from collisions involving cyclists. However, there has been a dramatic increase in cyclist numbers and the overall cycling casualty rate appears to be decreasing.</li><li>• The trend of increasing casualties, particularly cycling related, is similar within central London. If unabated, this trend will result in the City not achieving the targets set within the current Local Implementation Plan.</li><li>• Extensive and respected programmes of enforcement, education, training and publicity have been delivered over the last 5 years. Much of this activity has been copied and used by Transport for London and the Metropolitan Police throughout central London. However, there is still much to do.</li><li>• Further investigation of the causes of collisions involving cyclists, through data analysis and interview, is required before appropriate programmes of action can be finalised. The corridor based approach will be important.</li><li>• The draft Road Danger Reduction Plan, containing new programmes of activity, will be presented to Members in September/October 2012. This plan will build upon the current close working with the City of London Police.</li></ul>	
<b>Recommendation that Members:</b>	
<ul style="list-style-type: none"><li>• Support the conclusion in this report and approve the further programme of work identified in Paragraph 56.</li></ul>	

## **Main Report**

### **Background**

1. The City of London has an agreed Local Implementation Plan (LIP); which contains a number of challenging casualty reduction targets. This report sets out the current casualty numbers and trends. Furthermore, the report sets out the next steps that are needed to deliver a new Road Danger Reduction Plan and the associated programmes of work that will deliver further casualty reduction within the City of London.
2. The report draws on the results of collaborative working with Transport for London. It also utilises, where appropriate, output from the report which was sent to Members of this Sub-Committee by Mr Reilly in May 2012. Mr Reilly comments that 'the road casualty reduction targets in the LIP are laudable and ambitious, but substantial support from members will be essential if those targets are to be met'. His paper is attached to this report as Appendix A. Mr Reilly's intention in sending the paper was to make a positive contribution to the discussion on this subject. With this in mind, officers have not sought to critique the conclusions reached by Mr Reilly but have used the analysis, where appropriate, to illustrate significant issues. One important omission from Mr Reilly's paper is the dramatic increase in cyclists in the City. This means that whilst the accident numbers have increased, the overall cyclist accident rate has decreased.
3. The data presented within this report covers the period from 2000 to 2011. During this period of time, the traffic volume and composition has changed significantly. The physical street environment has also changed significantly.

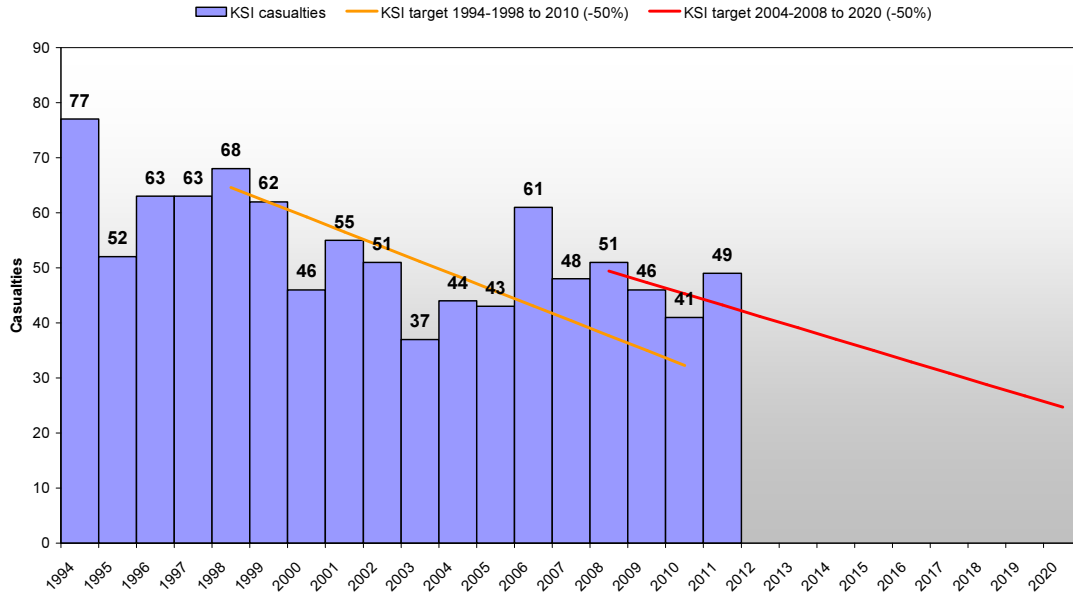
### *Data analysis*

4. Officers have been working with Transport for London and the City of London Police to analyse and understand the full extent of the current casualty trends. This activity culminated in a workshop on the 17<sup>th</sup> May that was also attended by key external stakeholders. That work is being enhanced and expanded. Further meetings and activity will take place at a local level. Improving road safety within central London is now on the agenda for the Sub-Regional Transport Forum. It will be discussed in September and further analysis and activity is expected to follow.

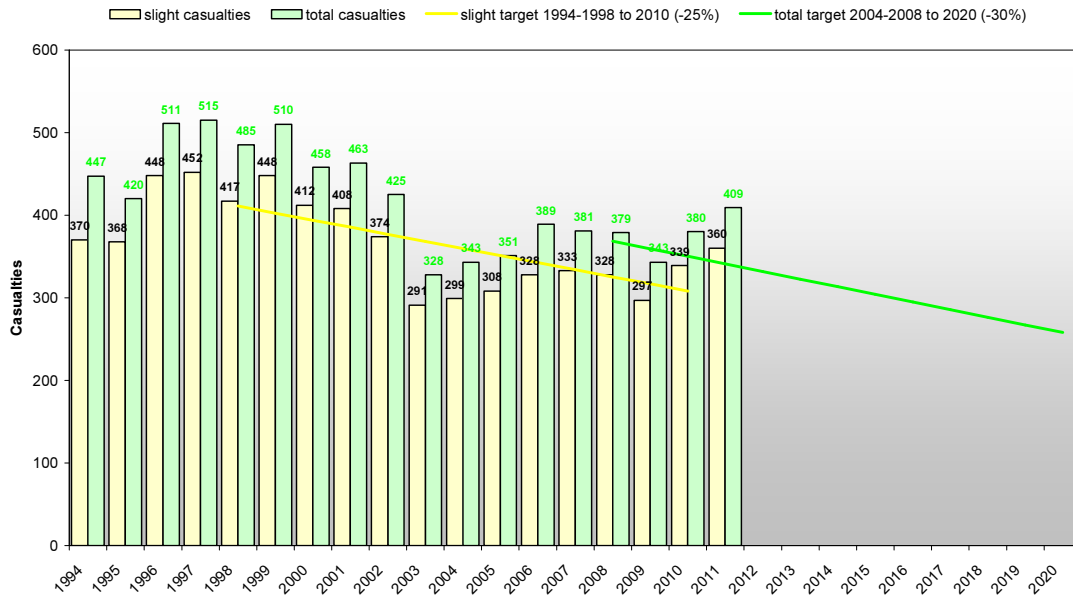
### **Previous and current performance against targets**

5. The following graphs show the previous and current casualty reduction targets overlaid on the overall casualty numbers. For ease of comparison, the previous and current targets are overlaid onto the actual annual figure. The current targets relate to a three year rolling average, because the annual numbers are so small that any change over a single year will not be statistically significant. Therefore, the reportable outturn LIP figures for 2011 are 45 KSI casualties and 377 total casualties.
6. There is a clear picture that the transition from being on track to achieve the targets to not being on track has happened very suddenly with both the new and old targets. This is due in part to the small data sets.

**CITY OF LONDON KSI CASUALTIES: TARGETS AND ACTUALS**



**CITY OF LONDON SLIGHT/TOTAL CASUALTIES: TARGETS AND ACTUALS**



*Previous targets*

7. The existing City of London Road Safety Plan was approved in 2007. At that time (using 2005 data) all national targets and two of the three GLA targets for 2010 had already been achieved. However, a significant rise in KSI casualties in 2006 took the numbers above the target line. Although KSI's declined for the remainder of the decade, the target was not met. By 2010 'slight casualties' had begun to increase and, as a result, this target was not met also.

*Current targets*

8. The recently approved Local Implementation Plan (LIP2) has targets to reduce casualties over time. The long term target is to reduce the number of persons killed or seriously injured to a three year rolling average of 24.7 by 2020. The

long term target is to reduce the total number of persons injured to a three year rolling average of 258 by 2020.

9. The City of London Police Committee has recently set a new target which is to reduce the number of collisions. This target recognises that not all collisions result in casualties. Officers will be working to harmonise targets with the City of London Police within the Road Accident Reduction Plan. The Department of Built Environment Business Plan incorporates a stretch target for officers to double the reduction set out in the LIP. This is highly challenging but has been adopted with the intention of delivering an outcome that exceeds the Corporate target.

## **Trends in use of the streets**

### *Traffic volume and composition*

10. In 2000, approximately 250,000 vehicles used the City's streets each working day (24 hours). In early 2003 Congestion Charging was introduced and since that time approximately 200,000 vehicles now use the City's streets. Over the same 10 year period of time, the number of cyclists has trebled. In 2010, cyclists made up 16% of the total traffic flow throughout the working day. During the morning and evening peak periods cyclists comprise almost 30% of the total traffic. Pedestrian movement is not monitored accurately but their numbers are believed to have remained relatively constant throughout the last decade.

### *Streetworks*

11. The intensity of temporary traffic management and disruption to movement has increased greatly. Utility equipment is being renewed. Many major development schemes have been and are being constructed. The importance of ensuring the safety of streetworks sites is recognised and is a particular area that will be addressed in the forthcoming Road Danger Reduction Plan.

## **Investment in the City's streets**

### *Traffic and functional changes*

12. Over the last 10 years, the traffic management regime within the City has remained relatively stable. The only major change was the introduction of the Western Traffic and Environment Zone in December 2003. Functional safety orientated changes have been made to streets like Ludgate Hill, junctions like London Wall/Moorgate and the Gyratory system by Mansion House Tube Station was removed in 2010. Citywide action programmes such as the removal of guardrailing and introducing two way cycling on one way streets have also taken place. The two way cycling programme is still active and further streets will be changed this year. Our monitoring confirms no reported casualties as a result of these programmes.

### *Environmental changes*

13. Many of the changes to the highway infrastructure have been driven by funding from developments, focussed on environmental enhancement. During the early part of the last decade, this activity took place on the Local Access streets; which have always been relatively safe. This, as Mr Reilly has pointed out,

consumed much of the expenditure approved by the Streets and Walkways Sub-Committee to date although it must be emphasised that environmental enhancement and road safety schemes are not mutually exclusive. Indeed, this expenditure and activity did not conflict with the programme of Education Training and Publicity (ETP) activity; as set out in the current Road Safety Plan. During recent years, major environmental enhancement has taken place on more major streets such as Cheapside and St Paul's Churchyard. These type of schemes seek to address a full range of issues, especially road safety.

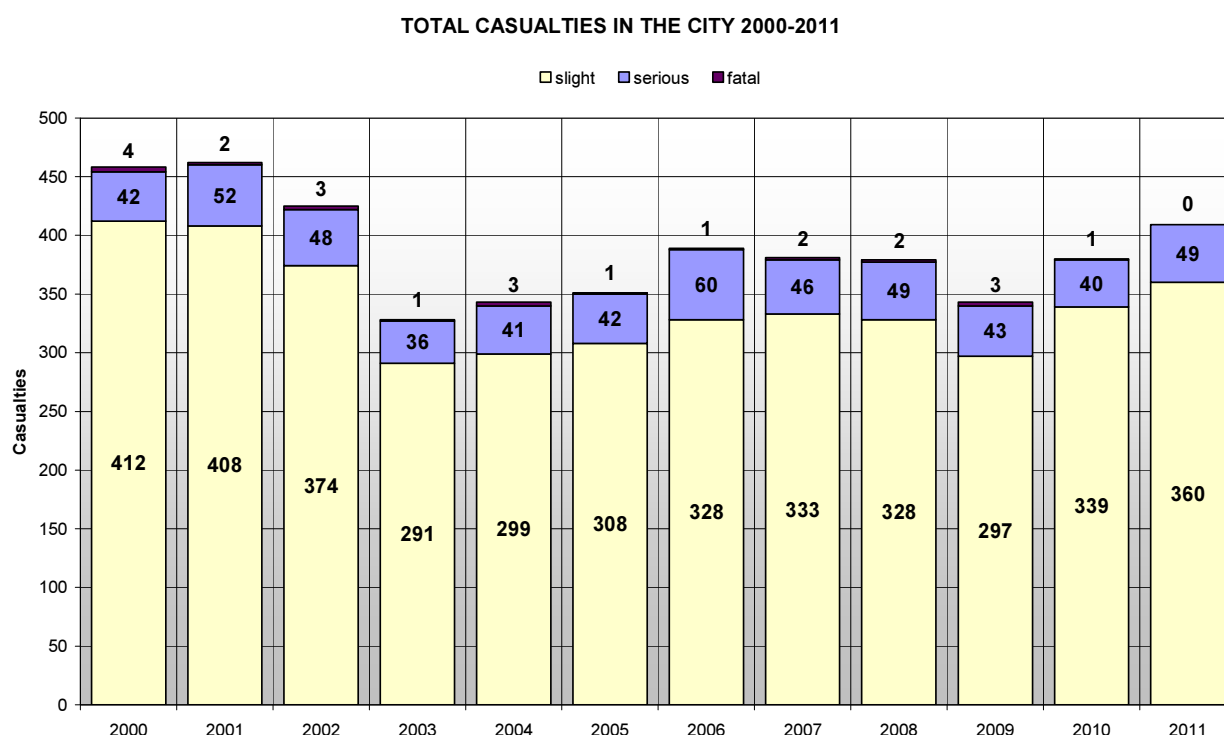
### Schemes

14. As over recent years, there are currently a number of active major schemes which seek to improve road safety at key casualty locations:

- Strategy consultation is on-going for Bank Junction.
- Holborn Circus is being prepared for implementation in 2012/13
- Strategy seeks to deal with the key corridor of Fleet Street and Ludgate Hill.
- TfL are reviewing their whole highway network and every Cycle Super Highway to ensure that they are as safe for cyclists as they can be. The programme began six months ago and will encompass some 500 junctions throughout London; including the City
- Officers have recently met with TfL and they are now working on a project for Bishopsgate and are working with the City to effect delivery.

### Current picture of casualties

15. To give an overview of casualties in the City, the following graph illustrates the numbers over the last 11 years from 2000 to 2011.

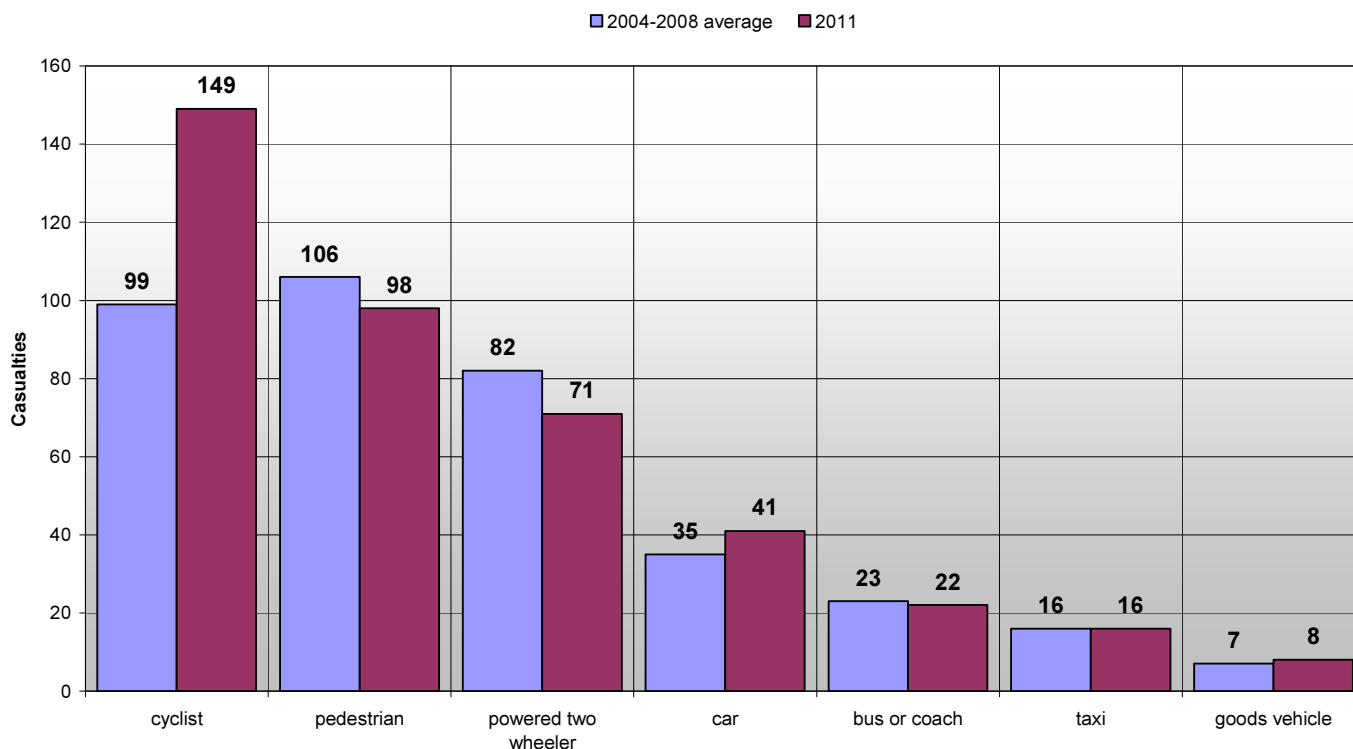


16. It can be seen that whilst the number of casualties per year has varied over time, there has been a significant recent overall increase. Total casualties in 2011 were 409 (the last full year of data). This is a rise of 7% over 2010.
17. The number of slight injuries increased to 360 in 2011. Serious casualties increased to 49 in 2011. Fatalities have remained low, with none occurring last year.
18. In 2011 vulnerable road users accounted for the vast majority of the 49 KSI casualties in the City. The relative split amongst user groups is:

Pedal cyclists	47%
Pedestrians	24%
Powered two Wheelers	24 %
Vehicle occupants	4%

19. The following graph shows the 2011 casualty numbers for the various categories of user; compared to the 2004 – 2008 average figures which form the base line for the LIP casualty reduction targets. .

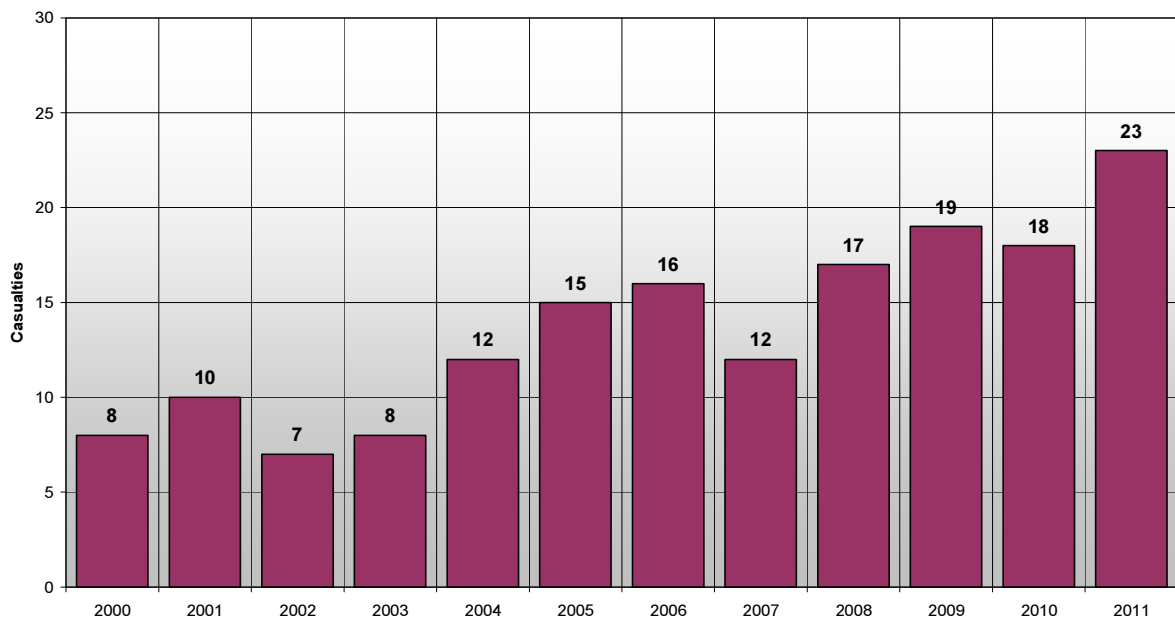
**TYPES OF CASUALTIES: 2004-2008 AVERAGE AND 2011**



20. All casualties to cyclists increased in 2011 to 149. This shows a significant rise when compared to the 2004/8 average of 99. It is most evident that the growth in casualty numbers is due entirely to the growth of cycling and the consequential increase in collisions involving cyclists. The rate of increase in cyclist casualties is less than the increase in the number of cyclists which have increased from 8000 in 1999 to 24000 in 2010,

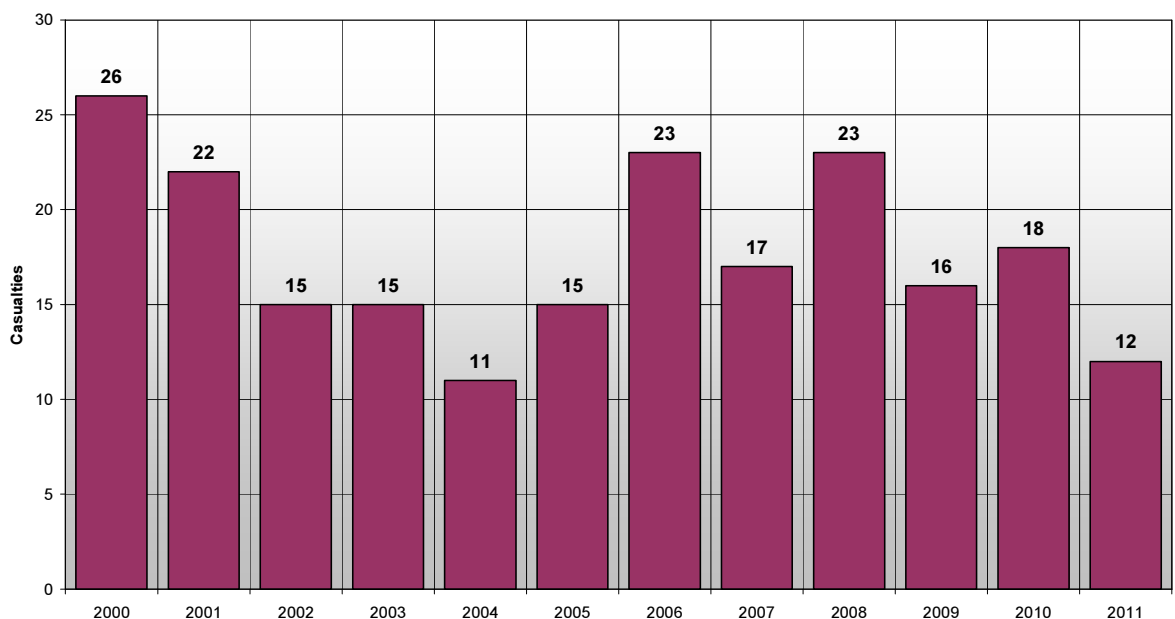
21. Pedal cycle casualties had been increasing since 2007. This has been a key focus for the activity of the Road Safety Team. This figure continues to increase and in 2011 there were 23 KSI casualties. See following.

**KILLED AND SERIOUSLY INJURED CYCLISTS 2000-2011**



22. The main contributory factors identified in cyclist casualties attribute “turning right”, “changing lanes”, “opening vehicle doors” and “undertaking of large vehicles turning left across cyclists path”. The last factor being the most significant in KSI casualties. The Road Safety Team tailor their education programme to target these primary causes of accidents.

**KILLED AND SERIOUSLY INJURED PEDESTRIANS 2000-2011**



23. Pedestrian casualties in the City have presented a mixed picture with numbers fluctuating. However, last year saw a reduction to 12 KSI. Again education programmes are shaped to address the primary causes of these accidents. This includes “pedestrian inattention” which has been identified as the main contributory factor for these injuries.
24. There is no evidence to suggest that total or KSI pedestrian casualties have increased over the last 10 years.

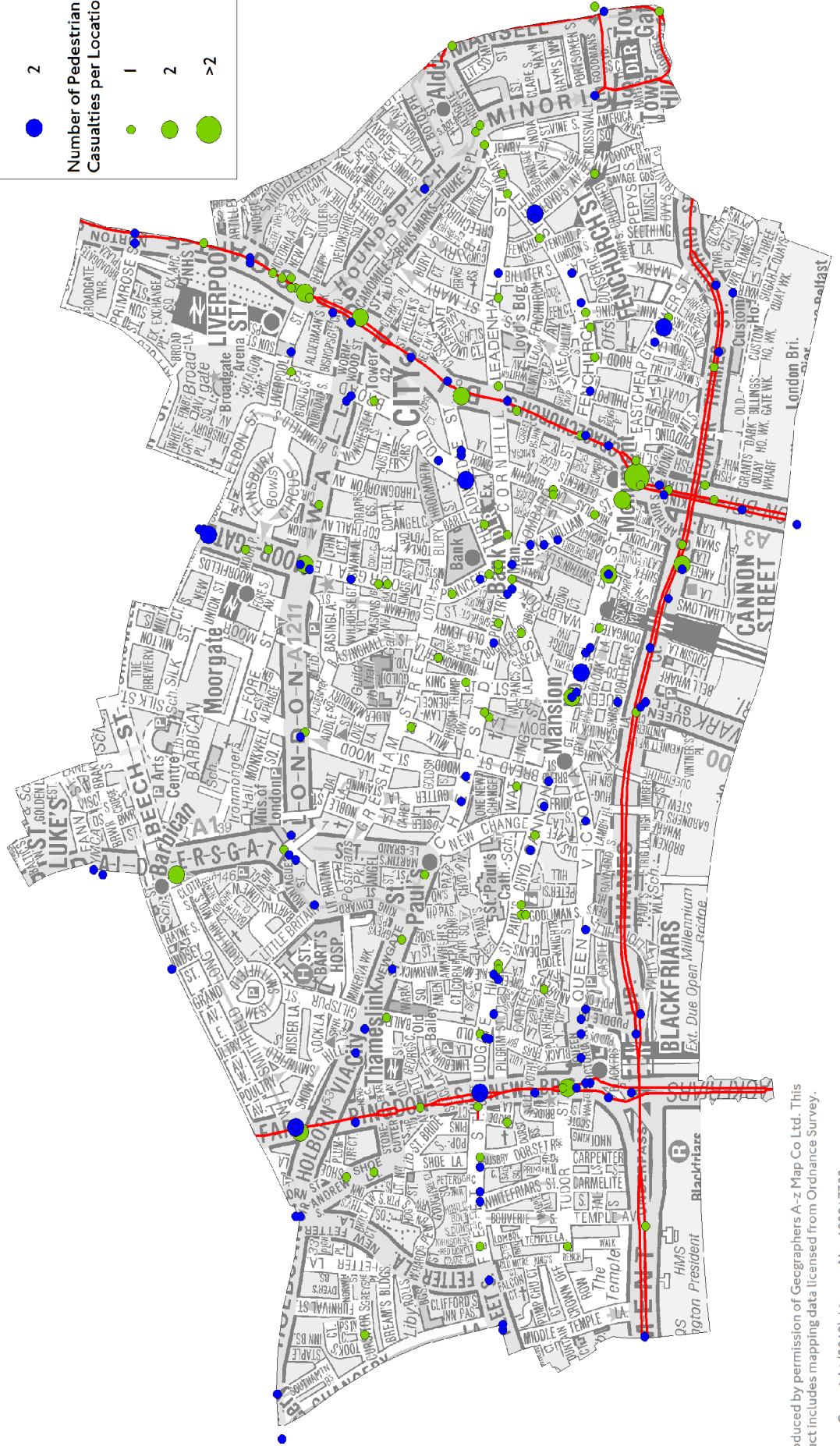
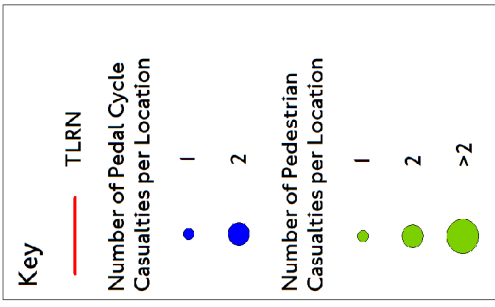
#### *Emerging patterns*

25. The following map shows that cyclist and pedestrian casualties generally occur at different locations in the City which of course makes targeted intervention difficult.. Some clear patterns do however emerge, such as the junction clusters at Bank and Monument. The Fleet St / Ludgate Hill and Bishopsgate / Gracechurch St corridors stand out also. This provides an indicator that the specific corridor based activity that is already underway could deliver significant change. A significant cluster of casualties has emerged around Blackfriars. Three of the 10 most dangerous junctions in 2011 surround the station development. This suggests that the major disruption to the streets surrounding the station development may have introduced extra danger. A correlation of sudden casualty increases associated with major developments is worthy of further in depth analysis. This view is supported by Mr Reilly who suggests an increase in ‘roadworks’ as being a contributory factor in more collisions (Appendix A Table 9).



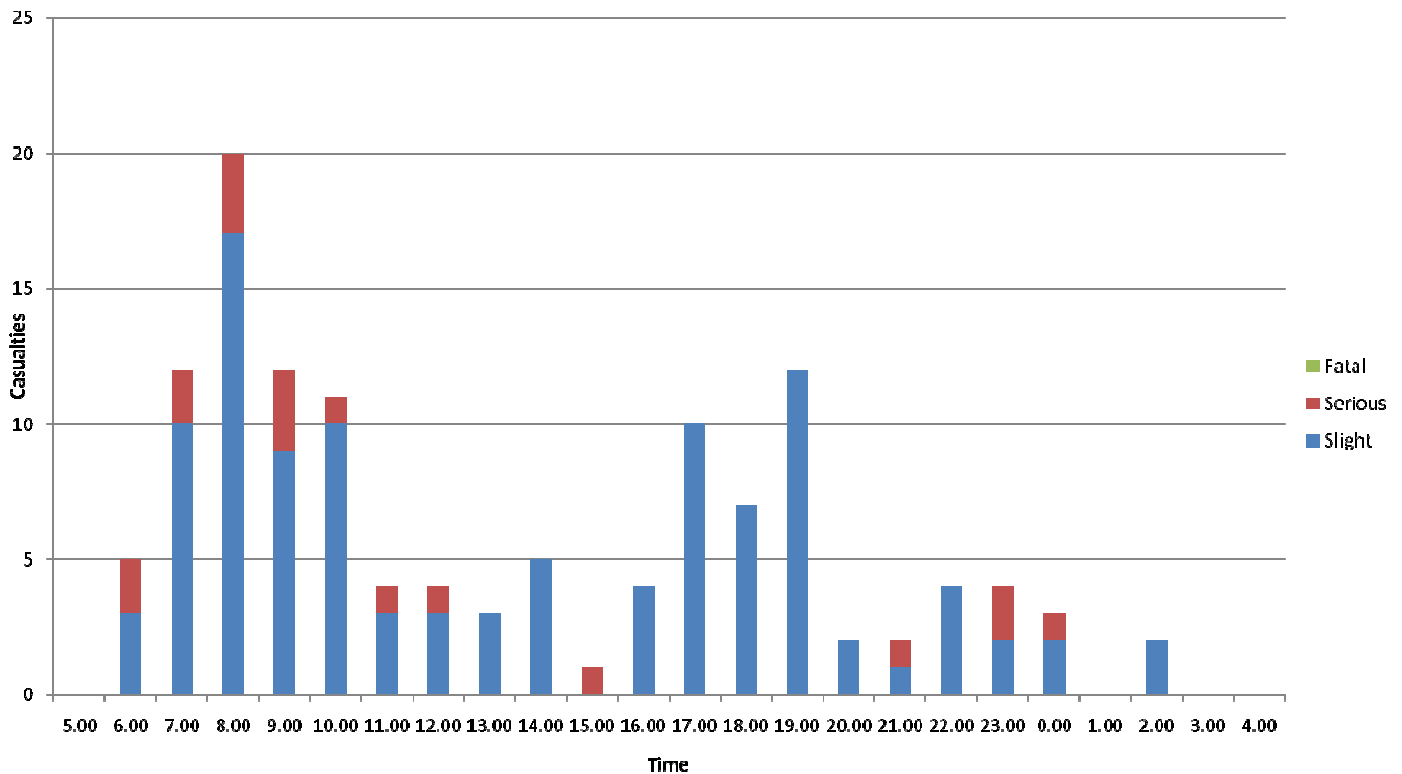
# CITY OF LONDON

## All Pedal Cycle & Pedestrian Casualties 2010



### Time of day

26. In analysing data, officers also have specific regard to the time of day that collisions occur. There is evidence of a pronounced spike in casualties occurring during the morning peak period. This is shown in the paper from Mr Reilly (Appendix A Chart 5) and in data from the collaborative work with TfL. The data shows that many of the cyclist KSI collisions occur in the morning peak. This clustering appears to be significant and provides an indicator for possible new ETP activity; which officers are currently examining.



### Comparison with others

27. The paper from Mr Reilly indicated that the City has a growing problem with cyclist and pedestrian casualties. He also asserts that parts of Westminster are performing better than the City of London and that a better performance could be achieved. Based on local and London-wide analysis, officers believe that the only casualty trend disproportionately having an adverse effect on the City is an increase in cycling casualties. The Road Safety team will be working with the central London sub-region to identify common problems and common solutions. It will probably be more meaningful to study streets within other parts of central London that experience similar levels of traffic flow and are of similar width, rather than to crudely compare performance on an area or borough wide basis.

### *The City casualty rate in the London context*

28. Casualties within the City of London comprise one percent of the London total. What happens within the City is important locally but does not impact on the overall London trends. Furthermore, the relatively low number of casualties

leave the City more vulnerable to 'one off' events distorting the general trend data.

29. Casualties have started to increase across London. This is more pronounced within central London. The London wide casualty statistics were released at the end of June. It has not yet been possible to interrogate the information in detail. However, the information is set out in summary form and supports the findings and content of this report. The Transport for London Fact Sheet is attached to this report as Appendix B.
30. Cyclist casualties have risen within London since 2005.
31. Pedestrian casualties have risen within London since 2008 although Members will note, from the previous table, KSIs have reduced in the City.

*Westminster and Kensington and Chelsea*

32. The City of London has been successful in reducing the number of people killed, seriously and slightly injured since the early 1990's though the performance of some other London Councils appears to have been superior, as set out below:

For KSI injuries

	94-98 average	2010	% change
City of London	65	41	-37%
Westminster	409	186	-55%
Kensington & C	171	80	-53%
London	6,684	2,886	-57%

For slight injuries

	94-98 average	2010	% change
City of London	411	339	-18%
Westminster	2,384	1,413	-41%
Kensington & C	1,005	712	-29%
London	38,997	26,003	-33%

33. The paper from Mr Reilly shows that for an area of Westminster, comparable with the City, pedestrian casualties have fallen further than in the City during recent times. This is so but, in this case, officers believe this is almost certainly influenced heavily by the changes introduced in and around Trafalgar Square in 2004. Following on from that major scheme, Westminster embarked on a programme to install pedestrian crossing facilities at many more junctions within the comparison area. This is a particular approach the Road Safety team will be discussing with Westminster.

**City of London Road Safety activity**

34. Officers are forging closer working relationships with the City of London Police and with Transport for London. This is happening at strategic and operational levels.

35. As well as the current list of active street design projects, major schemes to make the streets safer have been delivered at London Wall/ Moorgate, Cheapside and by the removal of the gyratory at Mansion House Underground Station.

#### *Education, Training and Publicity*

36. The Road Safety Team have expanded their activity and manage to deliver a full and demanding programme to the highest standards, despite the recent reduction in team size and the minimal budgetary provision. Within the last year, the team have been commended at the London Transport Awards for their child focussed Happy Feet campaign, received the Laurie Bunn Road Safety Award for outstanding achievement and have just been shortlisted for their caring driver campaign at the National Transport Awards. These are all prestigious awards and recognise the quality of the team's educational work.
37. All campaigns and activity being delivered is in accordance with the current Road Safety Plan. The messaging and deployment of their resources is driven by data analysis covering a period of several years. The core activity has been to focus on pedestrian and cyclist campaigns.
38. Their current focus is on education and publicity activity. Through this activity, they have engaged in the last month with school children, residents, businesses and workers, drivers, cyclists and pedestrians. During the Olympic and Paralympic period, activity will be focussed exclusively on tourist and cyclist safety. Much of this activity will be delivered jointly with the Police.
39. The team analyse causative data and shape their programmes accordingly. This is an ongoing process and current data will be used to shape the 2013/14 programme.

#### **City of London Police activity**

40. Typically, the Police and the Road Safety Team work on joint activity for one day a week. Within May, the Police conducted five different operations. Four of these focussed on public safety with one, Atrium, in particular focussing on reducing fatalities and serious injury collisions involving cyclists. Over 200 fixed penalty notices were issued and over 100 people attended the road show as a result and had their notice cancelled.
41. The specialist activity around cycling has won numerous awards at a London and national level. The campaigns have been adopted by Transport for London and the Metropolitan Police for the whole of central London.
42. The Road Safety team and the City of London Police have enjoyed very good joint operational working for many years. Senior managers are now building upon this work and improving the sharing of data and strategy development. Regular meetings are now being held with the Police to drive the casualty reduction programme

#### **Further analysis**

43. Further research and analysis into the contributory factors is needed to identify and explain in fine detail the current trends, patterns and causes of the collisions and casualties in the City. This data will be required to inform the programme of activity within the new Road Danger Reduction Plan. The intention is to use the resources available to the Police or the experts at the Transport Research Laboratory to conduct this analysis.
44. Allied to the data analysis, interviews will be conducted with individual cyclists on key routes to determine what specifically they need to help them ride more safely through the City.
45. Papers exploring the known issues of 20 MPH and specific high quality routes for cyclist will be brought to Committee later this year.

### **National, Corporate & Strategic Implications**

46. The City has a statutory duty, the Road Traffic Act 1988, to promote road safety and ensure that changes to the highway infrastructure are as safe as possible. This duty is achieved through the programme of Education, Training and Publicity and, through the process of design and safety auditing.
47. The City Together Strategy: The Heart of a World Class City 2008 - 2014 sets out a priority to 'encourage walking and cycling safely'. It highlights that there are 'competing interests in road usage' and that 'the number of cyclists is likely to continue to grow, which is to be encouraged'. It also states that the City should 'encourage improvements to transport safety, especially road safety'.
48. The Corporate Plan 2009 - 12 states that we provide excellent services for our community by 'working to ensure the City residents and businesses enjoy an environment which is safe and, as far as possible, free from risks to health and welfare'.
49. The Road Danger Reduction Plan is key to one of the seven programmes in the approved City of London Local Implementation Plan 2011 ("the LIP"). It serves, along with the other six programmes, to deliver on LIP objective LIP 2011.3, which is "To reduce road traffic dangers and casualties in the City, particularly fatal and serious casualties and casualties among vulnerable road users".
50. There is no significant negative impact on any of the City's equality target groups.

### **Next Steps**

#### *Developing the Road Danger Reduction Plan*

51. These further work items are programmed for action:
  - Further causation data analysis will be commissioned shortly.
  - Interviews with Cyclists will be undertaken through the summer.
  - Engagement with TfL is ongoing and we expect to engage with them specifically around their junction review programme.

- The Draft Road Danger Reduction Plan will be presented to the Streets & Walkways committee in September / October 2012.
- The Final Road Danger Reduction Plan will be presented to the Streets & Walkways Sub-Committee in December 2012.

#### *Closer working with the Police*

52. The following activity will take place.

- Review the targets jointly
- Continue to deliver jointly staffed campaigns
- Continue to support the police with their enforcement campaigns
- Senior Police and City of London officers will meet quarterly to review joint engagement.
- Reports to the Police Committee and the Streets and Walkways Sub-Committee where possible to be jointly authored, but otherwise to be shared between services for consultation.

#### *Liaison with other Local Authorities*

53. The following activity will take place.

- We will work with our neighbouring authorities through the central London Sub-Regional Forum or bilaterally to share best practise and deliver shared solutions, where appropriate.
- We will benchmark our activity, as appropriate.

### **Conclusion**

54. A huge and increasing number of cyclists are using the City's streets. This means that whilst the number of casualties per head of the population of cyclists using the City's streets is falling the total number of cycling casualties is increasing.
55. There is little discernable change in the number of casualties for any of the other user groups although KSIs for pedestrians appears to show a trend of improvement.
56. The activity set out in the current Road Safety Plan has been, and is being, delivered. It appeared that the heavy slant on Enforcement and ETP, in support of the work at major junctions, would enable the casualty reduction targets to be met. This has not proven to be the case and further work is being done to develop a more effective strategy.
57. Analysis of the data, particularly the map, shows that most accidents do not occur at particular major junctions, nor do they appear to be associated with any particular street configuration. Therefore, whilst work to improve junctions needs to continue, this will not provide the step change in reducing cyclist casualties that is needed. Collisions now tend to occur more during the morning peak, than

the evening. There has been a significant change during the last 10 years; where more collisions occurred in the evening peak.

58. Moreover, there is a need to look at the nature of particular streets. It is not as simple (as Mr Reilly suggests) to separate street scene improvements from safety issues. Cheapside was deliberately narrowed to make cars and cyclists move together at broadly the same speed. The design reduces the prospect of vehicles stopping on the carriageway; which limits the risk of vehicle doors being opened in front of cyclists. All of these are behavioural issues but they are influenced by the surrounding street environment. This adds weight to the corridor based approach that officers are now engaged on.
59. A little more work is required to fully understand the reasons behind the conflicts, particularly for cyclists, and make sound recommendations as to the best interventions required to reduce collisions and casualties.
60. The delivery of change will almost certainly require an even more effective working partnership; involving the City, the Police, Transport for London and the campaign/user groups.

**Appendices:**

- A Road Casualties in the City of London; Ted Reilly May 2012.
- B Casualties in Greater London during 2011; Transport for London 2012.

**Background Papers:**

1. The City of London Road Safety Plan 2007 ( Chapter 6 of the Local Implementation Plan 2007)
2. The City of London Local Implementation Plan 2011
3. Physical Changes to the highway
4. Summary of ETP activity 2011
5. City of London Road Safety Research ; City of London and Transport for London 2012.

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# Road Casualties in the City of London

## Local Implementation Plan - City road safety objectives and how they are being met

Against a background of nearly static numbers of city workers and declining traffic levels the City has failed to meet a succession of road casualty reduction targets

Now, in its Local Implementation Plan (LIP) the City has set very demanding targets to reduce road casualties. This report examines the LIP and compares its targets to forecasted levels of casualties.

The size of the reduction should not be underestimated; it is equivalent to eliminating every single casualty at all of the nine casualty hot spots identified in this report.

The capital expenditure programme of the Streets and Walkways subcommittee has been dominated by street scene projects that have a marginal, if an, impact on road safety.

It is clear that this target will not be achieved by engineering solutions alone. City-wide initiatives like, large scale pedestrianisation, closing some streets to traffic during the morning rush hour, reduced speed limits and restructuring delivery strategies will be required.

Better coordination is needed between the two committees responsible for reducing road casualties in the City; the Streets and Walkways sub Committee (S&W) and the Police Committee. Coordination between these committees is poor. At the time the LIP and its challenging targets were adopted by S&W, the Police committee had effectively set its target as containing casualties at just below their current level.

Other areas very similar to the City have seen road casualties fall. It may be possible to learn from these neighbours and the Metropolitan Police some explanations for their success.

It seems unlikely that that the targets in the LIP will be attained unless a senior member takes responsibility for their implementation.

# Road Casualties in the City of London

## Local Implementation Plan - City road safety objectives and how they are being met

### The challenge

Between 2003 and 2010 employment in the City rose by less than 5%; overall traffic volumes fell by 14%, and pedestrian casualties rose by nearly 50%. Casualties of occupants of motor vehicles fell in this period by 25%.

Against this background, in January 2012, the City published its Local Implementation Plan (LIP), with a set of measurable targets, arguably the most important relating to the reduction of road casualties.

### 2013 target

The headline target is to reduce total road casualties by 12.5% of the average 2004-2008 level by 2013 and by a further 17.5% by 2020. This target is set against a trend of rising not falling road casualties. In 2003 there were 328 road casualties on City streets. By 2011 the number of casualties had risen to 419.

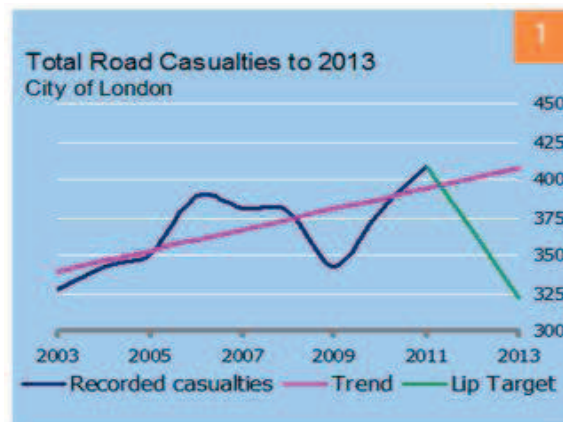
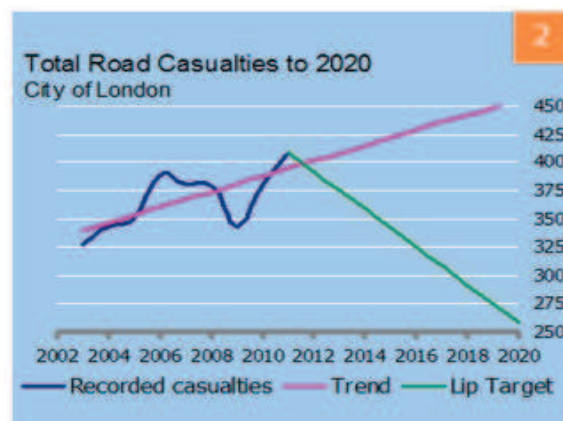


Chart 1 shows the 2013 target of 322 or fewer casualties (in green) against actual road casualties between 2003 and 2011. The rising trend marked in purple suggests that if nothing different is done that there will be over 400 casualties in 2013. There is only twenty months to go and reducing this level to below 325 casualties is already looking a considerable challenge.

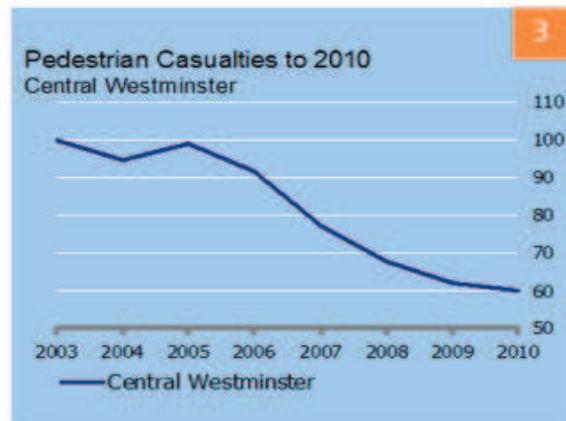
### 2020 target

Chart 2 shows the overall LIP target to 2020. This is equally challenging; it calls for casualty rates to be at or below 258 - a reduction of 40% of the 2004-2008 level or a near halving of the projected 2020 level, if casualties continue to grow at the current trend rate. Achieving this target will involve a reduction of around 9% per annum every year from now until 2020.



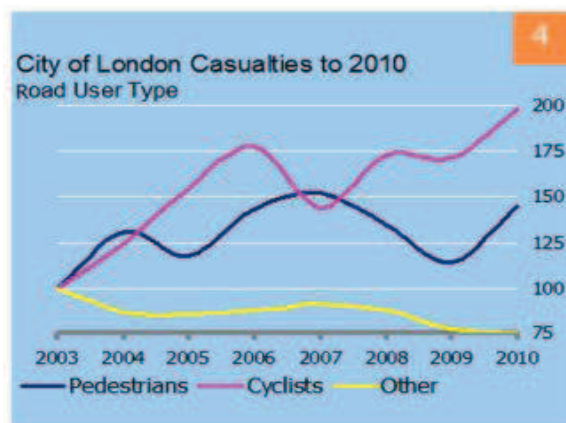
### Feasibility of the targets

Chart 3 shows the reduction in pedestrian casualties which have occurred in “Central” Westminster, which suggest that the City’s reduction targets are feasible. Over the period 2003 to 2010 pedestrian casualties fell at an annual rate of around 9%. Previous comparisons with Westminster have been challenged on the basis that large parts of Westminster have street and traffic characteristics that are very different to those found in the City. Accordingly, a small high density sector of Westminster has been used for comparison. This sector, “Central” Westminster is a rectangle of about one square mile extending from Tottenham Court Road tube station in the North East to the top of Sloane Street in the South West, including many busy roads and intersections and the complex street patterns of Soho and Mayfair. It is shown as a map in Appendix 2.



### The City’s road casualty record

Chart 4 shows that during the 7 years 2003 to 2010 cyclist casualties doubled. Pedestrian casualties are more difficult to gauge. Using 2003 as a base suggests levels rose by nearly a half; using other years a plateau or even a decline. However overall there is a statistically significant upward trend. During the same period casualties to occupants of motor vehicles fell by a quarter. This disparity between vulnerable and non-vulnerable road users underlines LIP objective 2011.3 *to reduce road traffic dangers and casualties ....among vulnerable road users.*

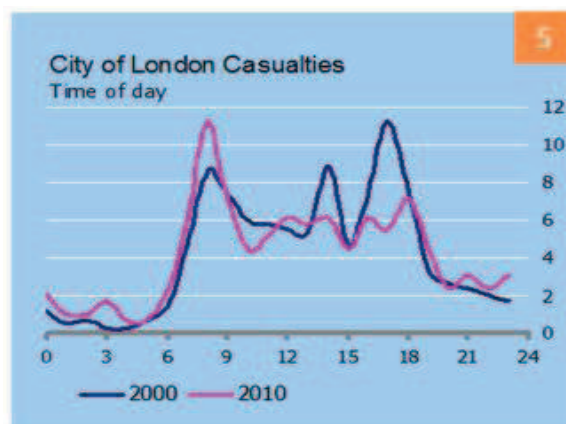


During the same period casualties to occupants of motor vehicles fell by a quarter. This disparity between vulnerable and non-vulnerable road users underlines LIP objective 2011.3 *to reduce road traffic dangers and casualties ....among vulnerable road users.*

### When, where and how

#### When

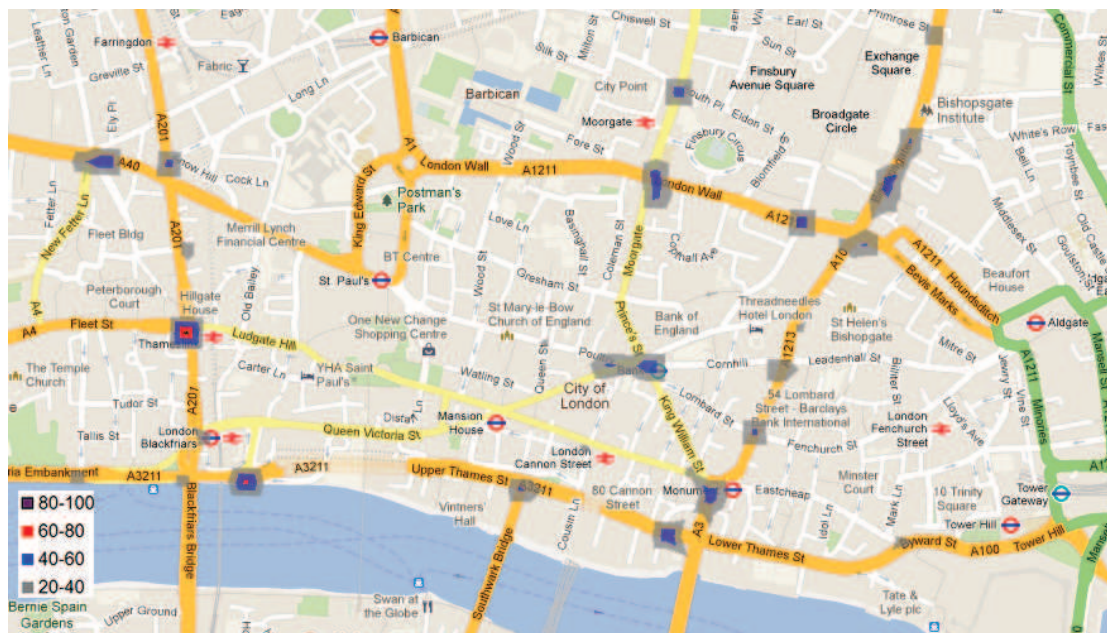
Casualties are concentrated in the morning rush hour. Chart 5 shows the distribution of all road casualties over the course of the day, contrasting 2000 and 2010. It is interesting to observe that the morning peak is now more pronounced (25% of casualties in



2010 occurred between 07:00 and 11:00). The evening peak has virtually disappeared (in 2000 over a quarter of casualties occurred between 14:00 and 17:00; in 2010 the figure was less than 19%). The lunch time blip has also gone. Examination of the distribution of crashes over days of the week (not shown) produces no surprises, with the average weekday generating roughly three times as many crashes as the average weekend day.

## Where

Road casualty hotspots in the City are well documented and the following map, which plots the density of casualties will confirm.



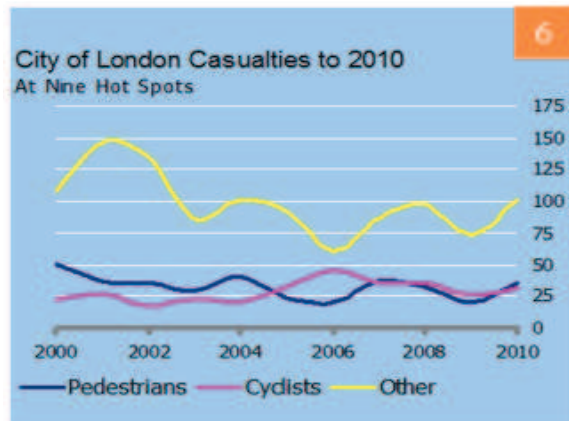
### Map 1

*Plots the density of casualties between 2000 and 2010 on a 50 metre square grid. So on the junction of Fleet Street and Farringdon Street there were between 80 and 100 casualties in a 50 metre square grid between 2000 and 2010*

Map 1 identifies nine major casualty hot spots in the City. The number of casualties between 2000 and 2010, at each location is shown in the table below. These nine hotspots account for one third of the total casualties in the City over the ten year period.

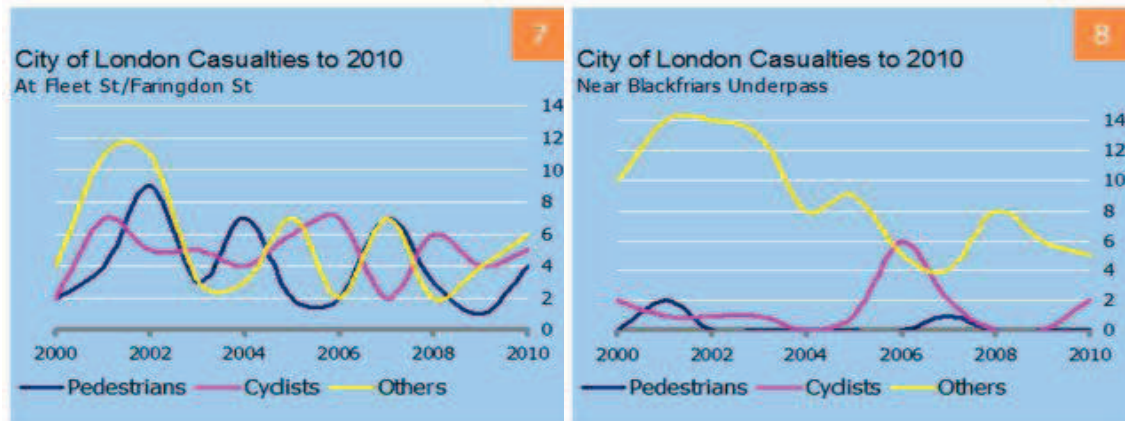
	Total	Pedestrians %	Cyclists %	Other %
King William St/London Bridge	237	22	24	54
Bank	192	45	27	29
Bishopsgate/Liverpool St	173	46	20	34
Fleet St/Farringdon St	157	28	34	38
Moorgate/London Wall	147	29	21	50
Holborn Circus	137	16	24	60
Farringdon St/Holborn	118	19	27	53
Blackfriars Underpass	115	3	14	83
Moorgate/Ropemaker St	96	30	30	40
<b>Total</b>	<b>1372</b>	<b>28</b>	<b>24</b>	<b>48</b>

The table clearly shows that Bank and Bishopsgate/Liverpool Street are particularly dangerous for pedestrians who made up over 45% of total casualties at these locations. Chart 6 shows the history of casualties within 50 metres of these nine hot spots. Apart from a marked drop in non-vulnerable casualties between 2001 and 2006 there has not been much change in casualty levels, overall, at these locations.



Neither is examination of the history of casualties at individual hot spots very fruitful

Chart 7 shows a typical historical analysis of casualties, this one at the Fleet



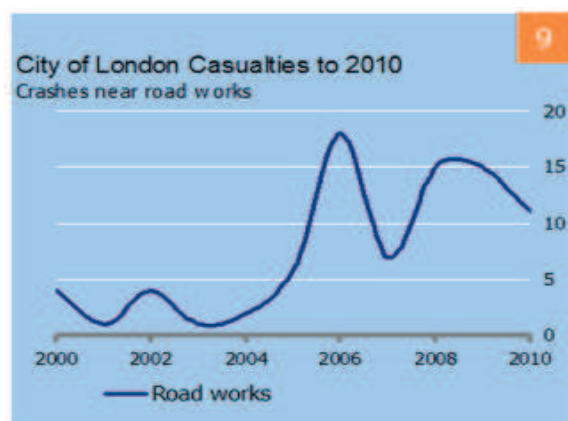
Street/Farringdon Street junction, where there seems to be little discernable pattern or trend. Only at the Blackfriars Underpass (Chart 8) is some pattern discernable; here there is some evidence of a drop in casualties in the “other” category (occupants of motor vehicles).

Examination of the exact location of the occurrence of casualties may be useful. Appendix 1 shows the location of pedestrian casualties near the Bishopsgate and Liverpool Street junction. It is surprising to note here that one of the biggest concentrations of pedestrian casualties seems to be exactly at the location of the underpass to Liverpool Street station.

**How**

Are road works responsible?

The increased incidence of road works in the City has been cited as

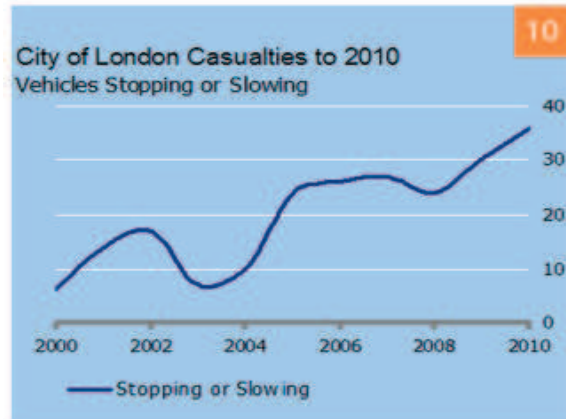


a potential explanation for additional crashes, and indeed examination of the data suggests that this is the case. Chart 9 shows all the crashes in the City in which road works were cited as a contributory factor; there is a clear trend here.

Are motor vehicle manoeuvres a factor.

Examination of the manoeuvres of vehicles involved in crashes produces no significant trends except for vehicles that were stopping or slowing at the time of the crash, which is shown in Chart 10

This is significant; the number of casualties related to crashes where vehicles involved were stopping or slowing at the time of the crash has risen from 6 in 2000 to 36 in 2010.



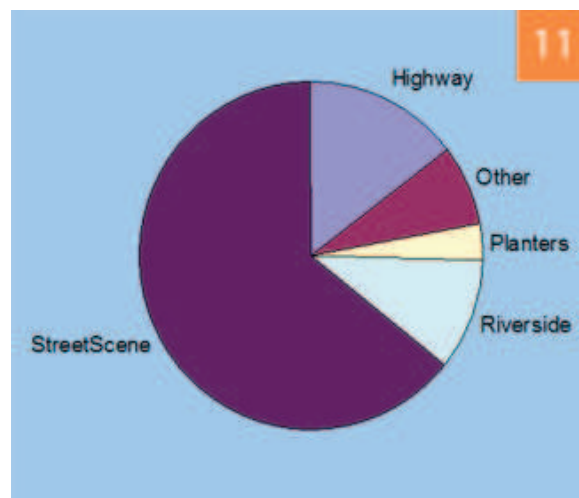
## What is the City doing about road casualties?

### Capital Expenditure

Capital expenditure, which might improve road safety in the City is almost always initiated and approved the City's Streets and Walkways Sub-committee (S&W). It was formed in May 2004 and replaced the Traffic Management and Road Safety Sub-Committee.

The expenditure approved by S&W between that date and the end of 2010 has been allocated into the following areas shown in the table and presented as Chart 11

Application	£million	%
Highway	4.6	14.7
Other	2.3	7.5
Planters	1.0	3.4
Riverside	3.2	10.3
StreetScene	20.0	64.2
Total	31.2	100.0



The dominance of Street Scene expenditure over the period is marked. It would be interesting to know if any other Local Authority has such a bias. It is remarkable that there has been no summary of

the type presented in Chart 11 requested by the S&W, which suggest an absence of any overall strategy.

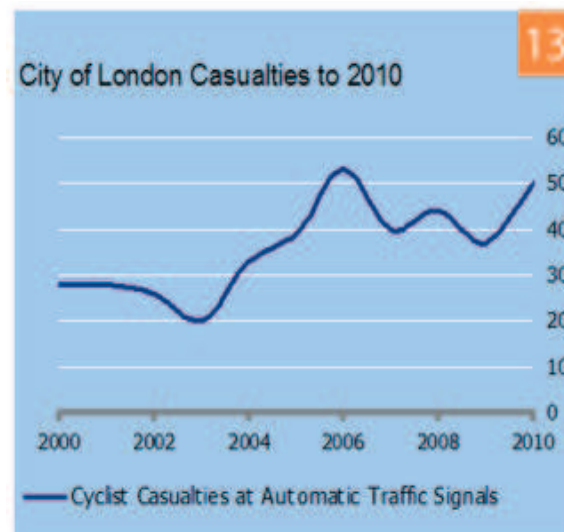
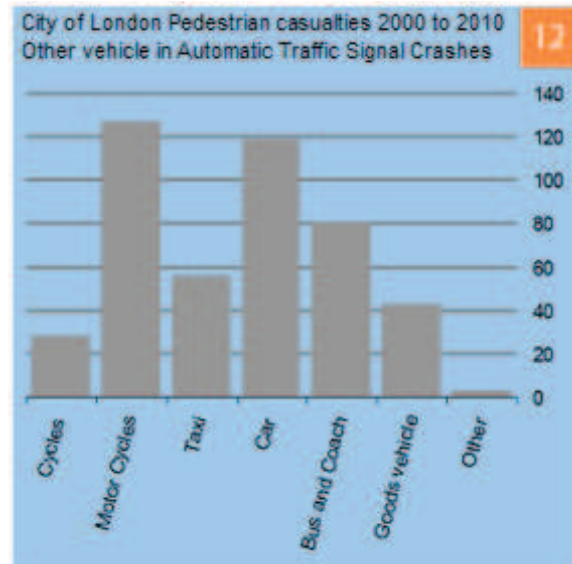
## Policing

The City of London Police have had a variety of casualty reduction targets, which they translate into operational “procedures.”

Operation Atrium is aimed at targeting bad cyclist behaviour, and numerical targets are set for apprehending cyclists and inviting them to attend retraining and awareness schemes. The intention is presumably to enhance the safety of pedestrians and cyclists.

In the period 2000 to 2010 there were 457 pedestrian casualties at automatic traffic signals and only 6% of these were as a result of an interaction with a cyclist. Chart 12 shows that there are probably more fruitful targets, if the objective of this strategy is to protect pedestrians at traffic lights.

If the objective is to improve the safety of cyclists at lights then Chart 13, which shows the number of cyclists injured at traffic lights over the last 11 years, suggests that this policy has failed. The number of cyclists injured at traffic lights has doubled during the time that operation Atrium has been in force.



## The City of London Police Committee

In addition to the Streets and Walkways sub-committee, the City’s Police Committee has an interest in road safety and indeed sets its own targets for road casualty reductions. Unfortunately these seem to bear no relation to the LIP targets and have had a curious evolution.

The target set in the Policing Plan for 2010 to 2013 was that the City should be in the second quartile for people killed or seriously injured in road traffic collisions per 100 million vehicle kms travelled. To even the most hardened

road safety campaigner this is an unrealistically demanding target; in 2010 the City was the worst performing local authority in the country on this measure; moving into the second quartile would require a reduction of 75% on this measure.

The current Plan for 2012 to 2015 has now swung to the opposite extreme. The current target is now simply to achieve fewer than 413 collisions, which is reported to be the current level of collisions. There are two issues with this target. First the reported level of collisions is at variance with the level reported by S&W and TfL; this may arise from confusion between collisions and casualties. Second, whatever the base level this target effectively abandons any attempts to reduce collisions; it opts instead to hold them at their current level.

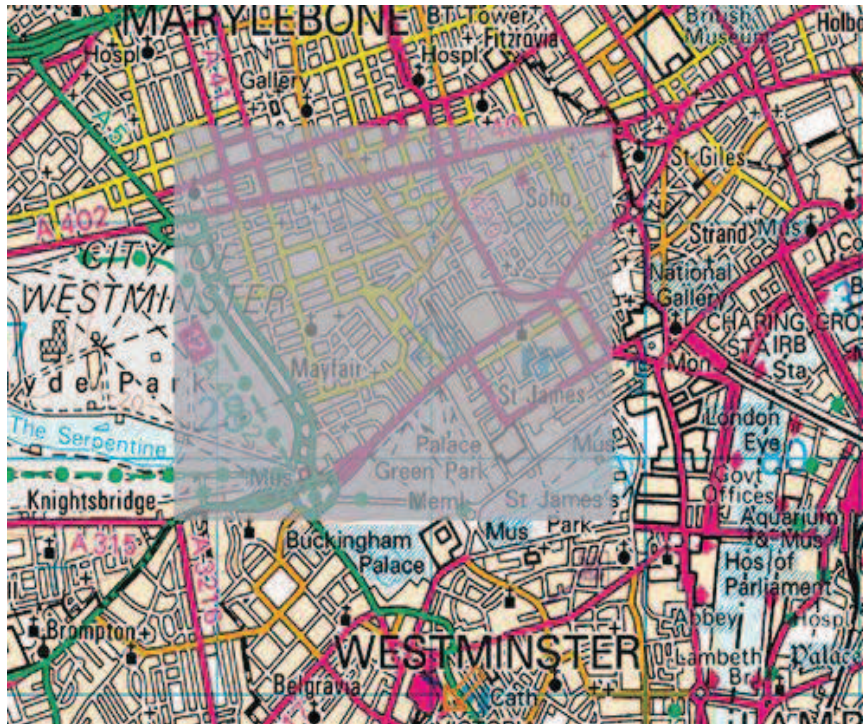
The Police committee operate the Special Interest Area Scheme, through which Members take the lead in different areas, allowing particular focus on important issues. It is interesting to note that Road Safety is not one of the 13 special interests of the members of the committee, despite it being one of the five priorities in Policing Plan 2012 - 2015.

Appendix1 pedestrian casualties at Bishopsgate/Liverpool St





Appendix 2 Central Westminster



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## Fact sheet

## Surface Planning

## Casualties in Greater London during 2011

June 2012

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London in 2011 compared with 2010 and the average for 2005-2009, the baseline period as set out in Department of Transport's Strategic Framework for Road Safety (<http://www.dft.gov.uk/publications/strategic-framework-for-road-safety>).

Data presented is for personal injury road traffic collisions occurring on the public highway, and reported to the police, in accordance with the *Stats 19* national reporting system. It should be noted that large percentage changes in small numbers may not necessarily be statistically significant.

**Collisions – 2011**

24,443 road traffic collisions involving personal injury were reported to the Metropolitan and City Police during 2011 within Greater London. This is a 1% increase in collisions compared with 2010.

**Casualties - 2011**

Table 1 below shows that the 24,443 collisions resulted in 29,257 casualties. Of these, 159 were fatally injured, 2,646 were seriously injured, and 26,452 were slightly injured.

Killed or Seriously Injured (KSI) casualties fell by 3% in 2011 (2,886 to 2,805) compared to 2010; to the lowest number since 1986 (the earliest year of Police reported casualty data for Greater London). Within this the number of serious injuries fell by 4% (2,760 to 2,646), again to the lowest level since recent records began.

Fatalities increased by 26% (126 to 159). This followed an exceptionally low recorded level in London and nationally in 2010. Despite the increase in fatalities in 2011 compared to 2010, the number of fatalities in London during 2011 was the second lowest on record.

Slight injuries increased by 2% (26,003 to 26,452) and overall casualties in 2011 increased by 1%, compared with 2010.

**Table 1: Casualties in Greater London 2011**  
- mode of travel by severity and percentage change over 2010

Mode of travel	Severity of casualty in 2011 (and percentage change over 2010)						% of total in 2011	
	Fatal		Serious		Slight			Total
Pedestrian	77	(33%)	903	(6%)	4,466	(0%)	5,446 (1.0%)	18.6%
Pedal cyclist	16	(60%)	555	(21%)	3,926	(11%)	4,497 (12.2%)	15.4%
Powered two-wheeler	30	(7%)	569	(-3%)	4,077	(10%)	4,676 (7.8%)	16.0%
Car	32	(19%)	467	(-33%)	11,293	(-5%)	11,792 (-6.2%)	40.3%
Taxi	0	(-100%)	25	(19%)	540	(25%)	565 (24.4%)	1.9%
Bus or coach	1	(∞)	85	(-13%)	1,384	(6%)	1,470 (4.9%)	5.0%
Goods vehicle	1	(0%)	29	(7%)	615	(8%)	645 (7.9%)	2.2%
Other vehicle	2	(100%)	13	(-35%)	151	(41%)	166 (29.7%)	0.6%
<b>Total</b>	<b>159</b>	<b>(26%)</b>	<b>2,646</b>	<b>(-4%)</b>	<b>26,452</b>	<b>(2%)</b>	<b>29,257 (1.3%)</b>	<b>100.0%</b>
<b>% of total in 2011</b>	<b>0.5%</b>		<b>9.0%</b>		<b>90.4%</b>		<b>100.0%</b>	

**Table 2: Monitoring casualties in London - all roads.**  
**Casualties in 2011 compared with 2005-09 average and 2010**

Casualty severity	User group	Casualty numbers			Percentage change in 12 months ending Dec 2011 over:	
		2005-2009 average	12 months ending Dec 2010	12 months ending Dec 2011	12 months ending Dec 2010	2005-2009 average
<b>Fatal</b>	Pedestrians	96.0	58	77	+33%	-20%*
	Pedal cyclists	16.6	10	16	+60%	-4%
	Powered two-wheeler	43.4	28	30	+7%	-31%*
	Car occupants	49.4	27	32	+19%	-35%*
	Bus or coach occupants	2.4	0	1	∞	-58%
	Other vehicle occupants	3.2	3	3	0%	-6%
	<b>Total</b>	<b>211.0</b>	<b>126</b>	<b>159</b>	<b>+26%*</b>	<b>-25%*</b>
<b>Fatal and serious</b>	Pedestrians	1,216.4	913	980	+7%	-19%*
	Pedal cyclists	420.6	467	571	+22%*	+36%*
	Powered two-wheeler	791.2	615	599	-3%	-24%*
	Car occupants	949.0	722	499	-31%*	-47%*
	Bus or coach occupants	139.6	98	86	-12%	-38%*
	Other vehicle occupants	109.8	71	70	-1%	-36%*
	<b>Total</b>	<b>3,626.6</b>	<b>2,886</b>	<b>2,805</b>	<b>-3%</b>	<b>-23%*</b>
	<b>Children (under 16yrs)</b>	<b>330.2</b>	<b>250</b>	<b>230</b>	<b>-8%</b>	<b>-30%*</b>
<b>Slight</b>	Pedestrians	4,214.0	4,478	4,466	-0%	+6%*
	Pedal cyclists	2,718.2	3,540	3,926	+11%*	+44%*
	Powered two-wheeler	3,806.4	3,722	4,077	+10%*	+7%*
	Car occupants	12,426.8	11,851	11,293	-5%*	-9%*
	Bus or coach occupants	1,429.8	1,303	1,384	+6%	-3%
	Other vehicle occupants	1,004.8	1,109	1,306	+18%*	+30%*
	<b>Total</b>	<b>25,600.0</b>	<b>26,003</b>	<b>26,452</b>	<b>+2%*</b>	<b>+3%*</b>
<b>All severities</b>	Pedestrians	5,430.4	5,391	5,446	+1%	+0%
	Pedal cyclists	3,138.8	4,007	4,497	+12%*	+43%*
	Powered two-wheeler	4,597.6	4,337	4,676	+8%*	+2%
	Car occupants	13,375.8	12,573	11,792	-6%*	-12%*
	Bus or coach occupants	1,569.4	1,401	1,470	+5%	-6%*
	Other vehicle occupants	1,114.6	1,180	1,376	+17%*	+23%*
	<b>Total</b>	<b>29,226.6</b>	<b>28,889</b>	<b>29,257</b>	<b>+1%*</b>	<b>+0%</b>

\* statistically significant changes at the 95% confidence level

Significance testing helps to identify where change is associated with randomness and where it is statistically significant. Given a set of two different numbers, the difference between these numbers is statistically significant where we are 95% confident that this is not due to randomness. Changes in the number of casualties over time are modelled following the Poisson distribution.

## Casualties – 2005-09 baseline to 2011

Table 2 (previous page) shows changes in casualties on London's roads against the 2005-09 baseline. The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution.

Against the 2005-09 baseline:

- All Killed or Seriously Injured (KSI) casualties were 23% below the 2005-09 average.
- All child KSI casualties also fell and were 30% below the 2005-09 average.
- Slight casualties were 3% above the 2005-09 average.

For different road users:

- Pedestrians KSI casualties were 19% below the 2005-2009 average.
- Pedal cyclist KSI casualties were 36% above the 2005-2009 average. This increase should be seen in the context of the considerable increase in cycling over a number of years. Cycling on London's major roads, the Transport for London Road Network (TLRN), increased by 173% between 2000/01 and 2011/12.
- Powered two-wheeler rider KSI casualties fell and were 24% below the 2005-2009 average.

## Casualty class - 2011

Data for 2011 in Table 1 and Figures 1 and 2 (overleaf) show that vulnerable road users (pedestrians, pedal cyclists and powered two wheeler users) made up half of all casualties on London's roads in 2011.

**Pedestrians** accounted for

- 19% of all casualties
- 34% of all serious injuries
- 48% of all fatalities
- 21% of modal share (journey stages)

**Riders / passengers of powered two wheelers** accounted for

- 16% of all casualties
- 22% of all serious injuries
- 19% of all fatalities

- 1% of modal share (journey stages)

**Pedal cyclists** accounted for

- 15% of all casualties
- 21% of all serious injuries
- 10% of all fatalities
- 2% of modal share (journey stages)

**Car occupants** accounted for

- 40% of all casualties
- 18% of all serious injuries
- 20% of all fatalities
- 35% of modal share (journey stages)

**Bus or coach occupants** accounted for 5% of all casualties, and goods vehicle occupants for 2%. **Taxi occupant** casualties accounted for just fewer than 2% of all casualties.

Table 2 shows that during 2011, 123 out of the 159 fatalities (77%) were vulnerable road users. For seriously injured casualties the equivalent figure was 2,027 out of 2,646 (77%).

In the main road user groups in table 2, the following compares casualty figures in 2011 with 2010:

- **Pedestrian** casualties increased by 1%. Pedestrian fatalities rose from 58 in 2010, the lowest on record, to 77 (+33%) in 2011, the second lowest number on record. This numeric increase was not statistically significant at the 95% confidence level. Serious injuries increased by 6%, although not statistically significant, whilst slight injuries remained unchanged.
- **Pedal cyclist** casualties increased by 12%. Fatalities increased from 10 in 2010, the second lowest number on record, to 16 (+60%). This numeric increase was not statistically significant at the 95% confidence level. Serious injuries increased by 21% and slight injuries increased by 11%, both of which were statistically significant.
- **Powered two-wheeler** casualties saw an increase of 8%. Fatalities increased from 28 in 2010, the lowest number on record, to 30 (+7%). Serious injuries

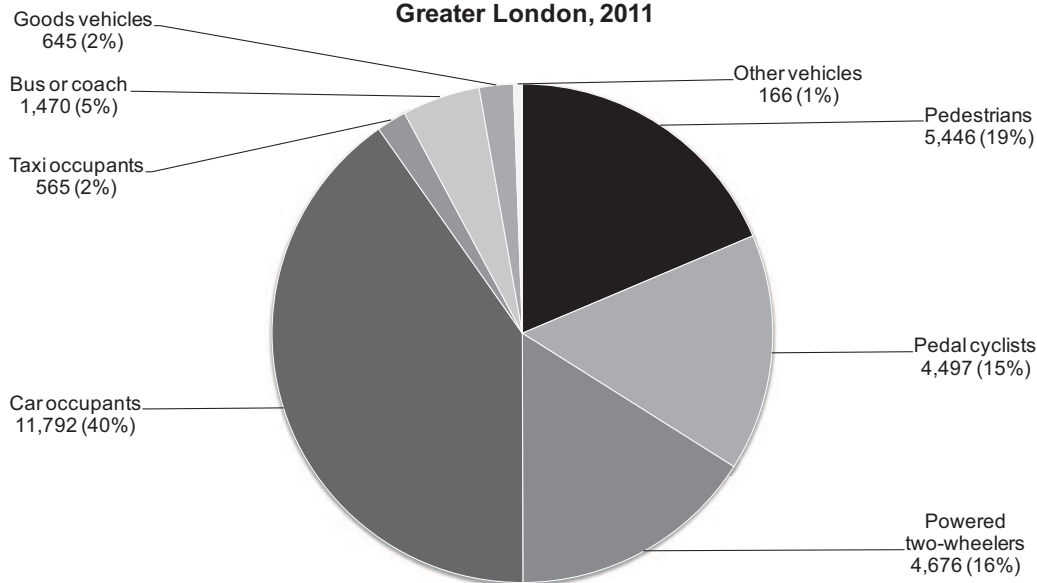
decreased by 3% over the same period and slight injuries increased by 10%.

decreased by 33%, and slight injuries decreased by 5%.

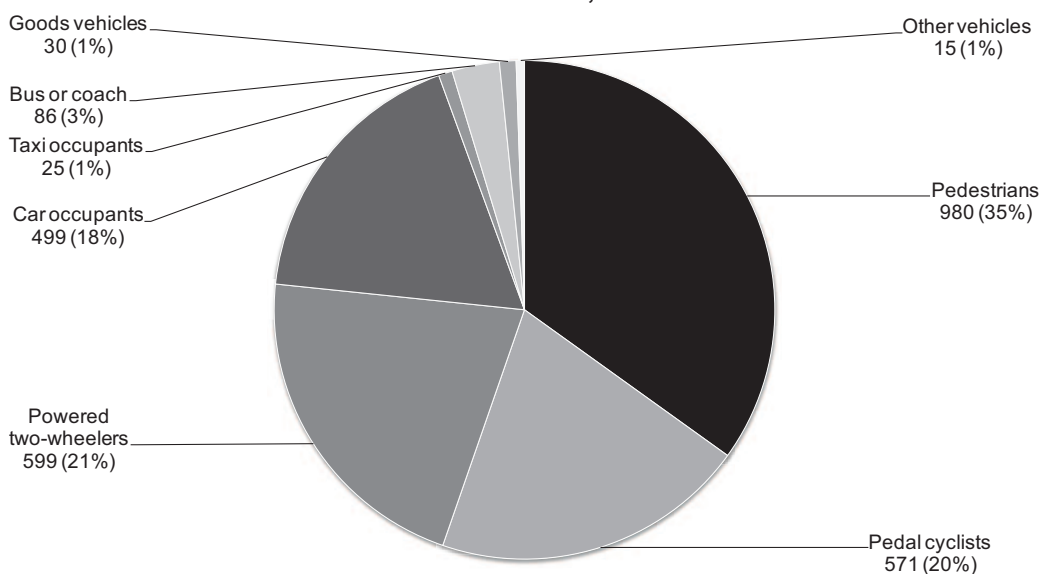
- **Car occupant** casualties, by far the largest casualty category, saw a decrease of 6%. Fatalities increased from 27 to 32 (+19%). Serious injuries

- Although comparatively small in number, **all taxi occupant** casualties increased by 24% to 565, **all goods vehicle occupant** casualties increased by 8% to 645, and **all bus or coach occupant** casualties increased by 5% to 1,470.

**Fig. 1: Total casualties by mode of travel, Greater London, 2011**



**Fig. 2: Killed or seriously injured casualties by mode of travel, Greater London, 2011**



**Table 3: Casualties in Greater London 2011- casualty class by vehicle and change over 2010**

Vehicle type	Casualty class in 2011 (and percentage change over 2010)							
	Driver/rider		Passenger		Pedestrian		Total	
Pedal cycle	4,491	(12%)	6	(-40%)	178	(13%)	<b>4,675</b>	<b>(12.3%)</b>
Powered two-wheeler	4,560	(8%)	116	(13%)	493	(-4%)	<b>5,169</b>	<b>(6.6%)</b>
Car	8,509	(-6%)	3,283	(-6%)	3,615	(1%)	<b>15,407</b>	<b>(-4.6%)</b>
Taxi	310	(11%)	255	(46%)	251	(1%)	<b>816</b>	<b>(16.2%)</b>
Bus or coach	90	(-20%)	1,380	(7%)	376	(-8%)	<b>1,846</b>	<b>(2.0%)</b>
Goods vehicle	501	(8%)	144	(7%)	466	(9%)	<b>1,111</b>	<b>(8.5%)</b>
Other vehicle	88	(5%)	78	(77%)	67	(2%)	<b>233</b>	<b>(20.1%)</b>
<b>Total</b>	<b>18,549</b>	<b>(2%)</b>	<b>5,262</b>	<b>(0%)</b>	<b>5,446</b>	<b>(1%)</b>	<b>29,257</b>	<b>(1.3%)</b>
<b>% of total in 2011</b>	<b>63.4%</b>		<b>18.0%</b>		<b>18.6%</b>		<b>100.0%</b>	

### Casualty class and associated vehicle - 2011

Table 3 above shows the casualty class and type of vehicle directly associated with each casualty, during 2011 compared with 2010. For driver/riders and passengers, this is the vehicle the person suffering personal injury was driving, riding or travelling in at the time of the collision. For pedestrians, it is the vehicle by which they were injured.

In 2011 compared to 2010:

- Car driver and car passenger casualties fell by 6% respectively.
- Pedestrians suffering injury in collision with a bus or coach fell by 8% and by 4% in collision with a powered two-wheeler.
- Although comparatively small in number, pedestrians suffering injury in collision with a pedal cycle increased by 13% to 178, and Taxi passenger casualties increased by 46% to 255

**Table 4: Casualties in Greater London 2011 - mode of travel by age group and gender**

Mode of travel	Age group					Gender		Total
	0-15	16-24	25-59	60+ Unknown	Male	Female		
Pedestrian	1,181	942	2,299	712	312	2,973	2,473	<b>5,446</b>
Pedal cyclist	206	638	3,283	134	236	3,421	1,076	<b>4,497</b>
Powered two-wheeler	9	1,124	3,235	90	218	4,291	385	<b>4,676</b>
Car	575	2,416	7,164	914	723	6,317	5,475	<b>11,792</b>
Taxi	14	60	397	50	44	430	135	<b>565</b>
Bus or coach	181	84	634	424	147	524	946	<b>1,470</b>
Goods vehicle	9	82	491	28	35	568	77	<b>645</b>
Other vehicle	6	24	87	20	29	111	55	<b>166</b>
<b>Total</b>	<b>2,181</b>	<b>5,370</b>	<b>17,590</b>	<b>2,372</b>	<b>1,744</b>	<b>18,635</b>	<b>10,622</b>	<b>29,257</b>
<b>% of total in 2011</b>	<b>7.5%</b>	<b>18.4%</b>	<b>60.1%</b>	<b>8.1%</b>	<b>6.0%</b>	<b>63.7%</b>	<b>36.3%</b>	<b>100.0%</b>

### Gender of casualty - 2011

In 2011, Table 4 above shows that males accounted for 64% and females for 36% of casualties. It shows considerable variation in the proportion of male to female casualties for different modes of travel and also reflects the different travel choices made by men and women.

Males accounted for 92% of powered two-wheeler casualties, with on average almost 90% of motorcycle journeys in 2010/11 being made by men. Males also

accounted for 76% of pedal cyclist casualties, with on average 72% of cycle journeys being made by men in 2010/11. (Travel in London Report 4 <http://www.tfl.gov.uk/travelinlondon>).

Of car occupant casualties, 54% were male, with men making on average 47% of car journeys. Of pedestrian casualties 55% were male, with men making on average 45% of pedestrian journeys. Analysis of car occupants shows that males accounted for

58% of car driver casualties, and females made up 57% of car passenger casualties.

Females accounted for 64% of bus or coach occupant casualties, making on average 61% of bus or coach journeys in 2010/11. Of pedestrian casualties, 45% were female, making on average 55% of pedestrian journeys, and 46% of car occupant casualties were female, making on average 53% of car journeys.

### Casualty age groups - 2011

Table 4 shows a wide variation in casualties according to age group for each mode of travel. Age was known for 94% of all casualties in 2011.

Of young adult casualties (16 to 24 years), 45% were car occupants, 18% were pedestrians, 21% were powered two-wheeler users and 12% were pedal cyclists.

Of adult casualties (25 to 59 years), 41% were car occupants, 18% were powered two-wheeler riders or passengers, 19% were pedal cyclists and 13% were pedestrians.

Of older road user casualties (60 years and over), the largest groups were car occupants (39%), pedestrians (30%), and bus or coach occupants (18%).

### Child casualties - 2011

Table 5 below shows that for child casualties (under 16 years), 54% were pedestrians, 26% were car occupants, 8%

were bus passengers and 9% were pedal cyclists.

During 2011, seven children were killed (five pedestrians, one pedal cycle and one car occupant), a decrease from eight in 2010, to the second lowest number on record. In addition, 223 were seriously injured, the lowest number on record, and 1,951 slightly injured. Child KSIs decreased by 8% to the lowest number on record. Slight casualties increased by 4% and overall, child casualties increased by 2% between 2010 and 2011.

### Casualty variation throughout London - 2011

Table 6 (overleaf) shows the number of casualties in each of the main road user groups, for each of the London boroughs, and the percentage change in 2011 compared with 2010. There were several differences in the changes between inner and outer London, and between individual boroughs.

The total numbers of casualties increased by 4% in inner London and fell by 1% in outer London in 2011. Pedestrian casualties showed increases of 4% in inner London and fell by 2% in outer London. Pedal cyclist casualties showed 13% increase in inner London, and an 11% increase in outer London. Powered two-wheeler casualties increased by 7% in inner London and by 9% in outer London. Car occupant casualties fell by 6% in inner London and also fell by 6% in outer London.

Table 5: Child casualties (under 16) in 2011 - mode of travel by severity and percentage change over 2010

Mode of travel	Severity of casualty in 2011 (and percentage change over 2010)						Total		% of total in 2011
	Fatal		Serious		Slight				
Pedestrian	5	(-38%)	170	(-6%)	1,006	(-1%)	1,181	(-2.2%)	54.1%
Pedal cyclist	1	(∞)	18	(-18%)	187	(-5%)	206	(-5.5%)	9.4%
Powered two-wheeler	0	(∞)	4	(100%)	5	(-29%)	9	(0.0%)	0.4%
Car	1	(∞)	23	(-26%)	551	(7%)	575	(4.9%)	26.4%
Taxi	0	(∞)	0	(-100%)	14	(133%)	14	(100.0%)	0.6%
Bus or coach	0	(∞)	6	(20%)	175	(32%)	181	(31.2%)	8.3%
Goods vehicle	0	(∞)	1	(∞)	8	(60%)	9	(80.0%)	0.4%
Other vehicle	0	(∞)	1	(∞)	5	(400%)	6	(500.0%)	0.3%
<b>Total</b>	<b>7</b>	<b>(-13%)</b>	<b>223</b>	<b>(-8%)</b>	<b>1,951</b>	<b>(4%)</b>	<b>2,181</b>	<b>(2.2%)</b>	<b>100.0%</b>
<b>% of total in 2011</b>	<b>0.3%</b>		<b>10.2%</b>		<b>89.5%</b>		<b>100.0%</b>		



**Table 6: Casualties in Greater London 2011 by borough and percentage change over 2010**

<b>Borough</b>	<b>Total casualties</b>	<b>Pedestrians</b>	<b>Pedal cyclists</b>	<b>Powered two-wheelers</b>	<b>Car occupants</b>	<b>Total vehicle occupants</b>
City of London	409 (+8%)	98 (-13%)	149 (+17%)	71 (+25%)	41 (+24%)	311 (+16%)
Westminster	1,638 (+2%)	449 (0%)	371 (+20%)	304 (-8%)	264 (-6%)	1,189 (+3%)
Camden	932 (-3%)	224 (-11%)	284 (+21%)	172 (-2%)	159 (-16%)	708 (-1%)
Islington	985 (+18%)	195 (+3%)	279 (+20%)	188 (+11%)	218 (+34%)	790 (+23%)
Hackney	872 (-3%)	201 (+17%)	259 (+31%)	126 (-2%)	213 (-31%)	671 (-8%)
Tower Hamlets	945 (-3%)	191 (+6%)	205 (+16%)	202 (+28%)	288 (-26%)	754 (-4%)
Greenwich	928 (+9%)	158 (+7%)	77 (+7%)	131 (+6%)	464 (+16%)	770 (+9%)
Lewisham	1,064 (+13%)	208 (+17%)	142 (+15%)	200 (+40%)	386 (-4%)	856 (+13%)
Southwark	1,134 (-1%)	203 (-1%)	283 (+7%)	235 (+3%)	274 (-18%)	931 (-1%)
Lambeth	1,307 (+1%)	247 (-2%)	285 (+4%)	283 (+8%)	350 (+4%)	1,060 (+2%)
Wandsworth	1,058 (+3%)	190 (+1%)	258 (+8%)	286 (+17%)	246 (-16%)	868 (+4%)
Hammersmith & Fulham	772 (+12%)	156 (+24%)	171 (+2%)	187 (+7%)	196 (+14%)	616 (+9%)
Kensington & Chelsea	802 (+1%)	203 (+19%)	177 (-5%)	205 (-7%)	146 (-4%)	599 (-4%)
<b>Total Inner London</b>	<b>12,846 (+4%)</b>	<b>2,723 (+4%)</b>	<b>2,940 (+13%)</b>	<b>2,590 (+7%)</b>	<b>3,245 (-6%)</b>	<b>10,123 (+4%)</b>
Waltham Forest	813 (+3%)	133 (+3%)	113 (+49%)	95 (+25%)	400 (-11%)	680 (+4%)
Redbridge	946 (+1%)	143 (-8%)	60 (+43%)	85 (+12%)	596 (+2%)	803 (+3%)
Havering	809 (+2%)	100 (+1%)	44 (+29%)	68 (+3%)	531 (+1%)	709 (+2%)
Barking & Dagenham	607 (+11%)	78 (-5%)	44 (0%)	65 (+3%)	365 (+18%)	529 (+14%)
Newham	908 (0%)	218 (+1%)	97 (+8%)	81 (-6%)	427 (-6%)	690 (-1%)
Bexley	570 (-3%)	89 (+2%)	29 (-45%)	79 (+25%)	311 (-7%)	481 (-4%)
Bromley	870 (+7%)	146 (+18%)	88 (0%)	89 (-14%)	461 (+4%)	724 (+5%)
Croydon	1,231 (+10%)	205 (-3%)	115 (+62%)	145 (+7%)	634 (+6%)	1,026 (+13%)
Sutton	534 (+11%)	60 (-12%)	48 (+20%)	78 (+11%)	305 (+17%)	474 (+15%)
Merton	513 (+12%)	88 (0%)	66 (+3%)	89 (+17%)	222 (+9%)	425 (+15%)
Kingston	443 (+4%)	64 (+12%)	87 (+43%)	77 (+33%)	180 (-20%)	379 (+2%)
Richmond	518 (+9%)	89 (+13%)	129 (+17%)	105 (+8%)	156 (-5%)	429 (+8%)
Hounslow	995 (+2%)	138 (+16%)	120 (+9%)	150 (+9%)	486 (-11%)	857 (0%)
Hillingdon	946 (-12%)	131 (+7%)	63 (-21%)	117 (+26%)	561 (-23%)	815 (-15%)
Ealing	984 (-7%)	201 (-5%)	110 (+10%)	161 (+7%)	411 (-17%)	783 (-7%)
Brent	896 (-3%)	167 (-13%)	81 (0%)	164 (+13%)	420 (-5%)	729 (-1%)
Harrow	422 (-23%)	98 (-6%)	30 (0%)	44 (+7%)	217 (-38%)	324 (-28%)
Barnet	1,382 (-9%)	204 (-15%)	71 (-13%)	171 (-1%)	825 (-10%)	1,178 (-8%)
Haringey	915 (-7%)	188 (-11%)	95 (-1%)	122 (-4%)	374 (-16%)	727 (-6%)
Enfield	1,109 (+3%)	183 (+8%)	67 (+22%)	101 (+19%)	665 (+3%)	926 (+2%)
<b>Total Outer London</b>	<b>16,411 (-1%)</b>	<b>2,723 (-2%)</b>	<b>1,557 (+11%)</b>	<b>2,086 (+9%)</b>	<b>8,547 (-6%)</b>	<b>13,688 (0%)</b>
<b>Greater London</b>	<b>29,257 (+1%)</b>	<b>5,446 (+1%)</b>	<b>4,497 (+12%)</b>	<b>4,676 (+8%)</b>	<b>11,792 (-6%)</b>	<b>23,811 (+1%)</b>

Table 7 below shows the number of casualties by severity, for each of the London boroughs in 2011 together with the percentage change compared with 2010.

Fatalities increased by 14% in inner London to 58 and by 35% in outer London to 101.

Serious injuries decreased by 2% in inner London and by 6% in outer London, both to the lowest level since recent records began.

Slight casualties increased by 4% in inner and remained unchanged in outer London.

**Table 7: Casualties in Greater London 2011 by borough, severity and percentage change over 2010**

Borough	Fatal	Serious	Slight	Total Casualties
City of London	0 (-100%)	49 (+23%)	360 (+6%)	409 (+8%)
Westminster	6 (+50%)	154 (-15%)	1,478 (+5%)	1,638 (+2%)
Camden	6 (-14%)	94 (-10%)	832 (-2%)	932 (-3%)
Islington	4 (+100%)	96 (+22%)	885 (+18%)	985 (+18%)
Hackney	3 (-40%)	105 (+7%)	764 (-4%)	872 (-3%)
Tower Hamlets	8 (+33%)	95 (+12%)	842 (-4%)	945 (-3%)
Greenwich	2 (-60%)	92 (-7%)	834 (+11%)	928 (+9%)
Lewisham	2 (-33%)	100 (-5%)	962 (+16%)	1,064 (+13%)
Southwark	5 (-38%)	121 (-23%)	1,008 (+2%)	1,134 (-1%)
Lambeth	10 (+400%)	159 (+3%)	1,138 (0%)	1,307 (+1%)
Wandsworth	4 (+33%)	108 (+9%)	946 (+3%)	1,058 (+3%)
Hammersmith & Fulham	3 (+50%)	74 (+3%)	695 (+13%)	772 (+12%)
Kensington & Chelsea	5 (+67%)	77 (0%)	720 (+1%)	802 (+1%)
<b>Total Inner London</b>	<b>58 (+14%)</b>	<b>1,324 (-2%)</b>	<b>11,464 (+4%)</b>	<b>12,846 (+4%)</b>
Waltham Forest	4 (+100%)	64 (-2%)	745 (+4%)	813 (+3%)
Redbridge	2 (-33%)	74 (+1%)	870 (+1%)	946 (+1%)
Havering	8 (+60%)	66 (+14%)	735 (+1%)	809 (+2%)
Barking & Dagenham	4 (+33%)	45 (0%)	558 (+12%)	607 (+11%)
Newham	3 (-40%)	71 (-7%)	834 (0%)	908 (0%)
Bexley	5 (+150%)	44 (-33%)	521 (0%)	570 (-3%)
Bromley	7 (+133%)	74 (-15%)	789 (+9%)	870 (+7%)
Croydon	10 (+100%)	99 (+21%)	1,122 (+8%)	1,231 (+10%)
Sutton	4 (+100%)	41 (-13%)	489 (+13%)	534 (+11%)
Merton	1 (-50%)	45 (+22%)	467 (+11%)	513 (+12%)
Kingston	2 (+100%)	42 (-7%)	399 (+5%)	443 (+4%)
Richmond	2 (+100%)	67 (-6%)	449 (+11%)	518 (+9%)
Hounslow	7 (0%)	66 (-27%)	922 (+5%)	995 (+2%)
Hillingdon	7 (-13%)	67 (-11%)	872 (-13%)	946 (-12%)
Ealing	5 (+25%)	61 (-25%)	918 (-5%)	984 (-7%)
Brent	3 (0%)	69 (-15%)	824 (-2%)	896 (-3%)
Harrow	3 (+50%)	34 (-8%)	385 (-25%)	422 (-23%)
Barnet	8 (-11%)	133 (+8%)	1,241 (-11%)	1,382 (-9%)
Haringey	4 (+300%)	74 (-5%)	837 (-8%)	915 (-7%)
Enfield	12 (+71%)	86 (-5%)	1,011 (+3%)	1,109 (+3%)
<b>Total Outer London</b>	<b>101 (+35%)</b>	<b>1,322 (-6%)</b>	<b>14,988 (0%)</b>	<b>16,411 (-1%)</b>
<b>Greater London</b>	<b>159 (+26%)</b>	<b>2,646 (-4%)</b>	<b>26,452 (+2%)</b>	<b>29,257 (+1%)</b>

## Collisions in London in 2011

### Month of collisions

Figure 3 below shows the month in which collisions occurred and the changes between 2011 and 2010. It shows that there were increases in five of the months (February to May and December) and decreases in seven (January and June to November). There was a 36% increase in collisions in December 2011, compared to December 2010, from 1,488 to 2,021. This increase may be related to the extreme weather conditions in December 2010, which resulted in reductions in travel when compared to December 2011. April 2011 was the warmest April on record, with increases in travel contributing to an increase in collisions of 7% compared to April 2010.

### Lighting conditions

In 2011, 30% of all collisions occurred in dark conditions, compared to 29% in 2010.

### Road surface conditions

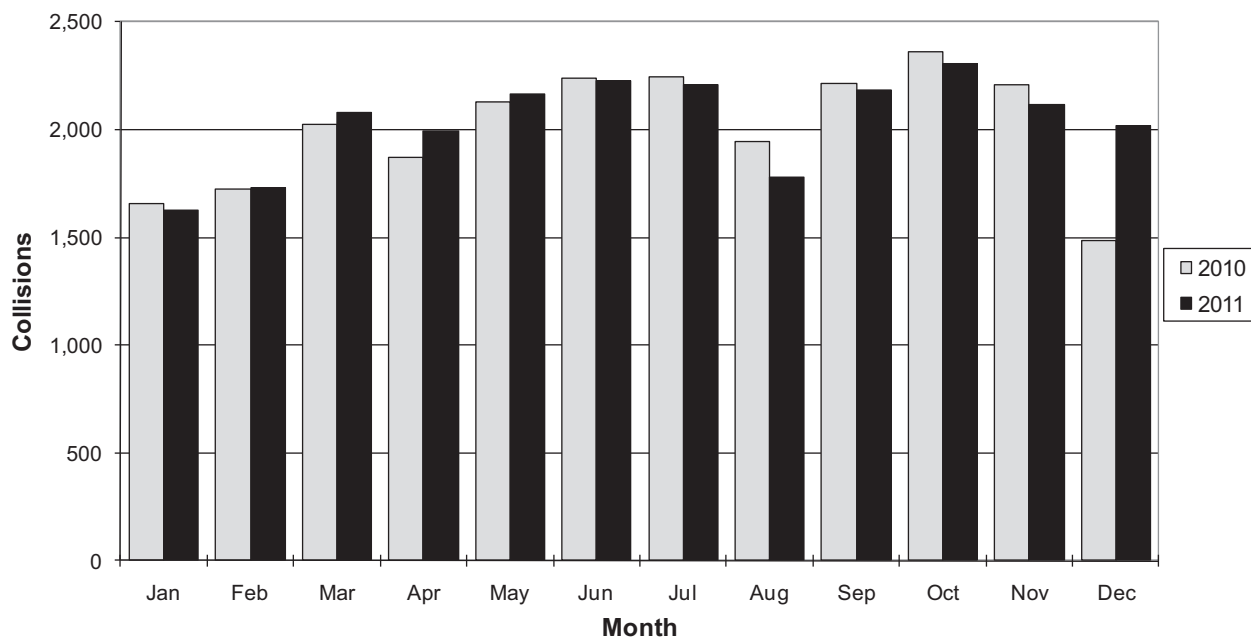
When considering the road surface conditions at the time of collisions,

several notable changes were evident in 2011 compared with 2010. Although the numbers were relatively small, collisions on roads covered with snow, frost or ice fell by 92%, from 712 in 2010 to 59 in 2011. This is likely to be a result of the early and prolonged winter conditions in 2010, at both the beginning and end of the year, compared with milder conditions in 2011.

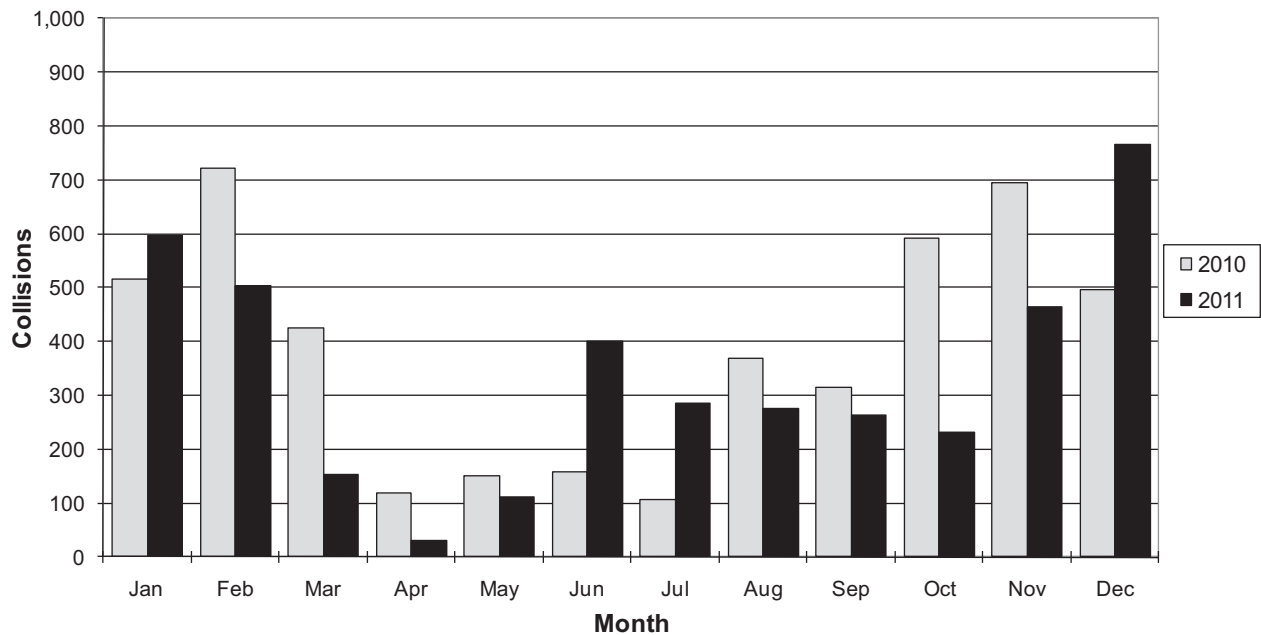
Collisions on dry road surfaces increased by 8%, while those on a wet surface fell by 13%. Figure 4 (overleaf) shows the considerable monthly variation in wet road collisions in 2011 compared with 2010. Substantial increases in collisions on a wet road surface in 2011 were observed in June, July and December. There were substantial reductions in March, April and October 2011, compared with 2010.

Overall, during 2011, 83% of collisions occurred on dry road surfaces, 17% on wet roads, and 0.2% on roads covered with snow, frost or ice. Corresponding figures in 2010 were 78%, 19% and 3% respectively.

Fig. 3: All collisions in Greater London by month, 2010 and 2011 (Jan-Dec)



**Fig. 4: Collisions on a wet road surface in Greater London by month, 2010 and 2011 (Jan-Dec)**



### Road Safety Reports

Copies of road safety fact sheets, monitoring reports and research reports published by TfL can be found on the TfL web site at:

[http://londonroadsafety.tfl.gov.uk/data-research\\_publications.php](http://londonroadsafety.tfl.gov.uk/data-research_publications.php)

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