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| <b>Committee(s):</b><br>Planning and Transportation Committee – For Decision   | <b>Date(s):</b><br><b>20.11.2018</b> |
| <b>Subject:</b><br>Road Danger Reduction & Active Travel Plan 2018 -2023   | <b>Public</b>                        |
| <b>Report of:</b><br>Director of the Department of Built Environment   | <b>For Decision</b>                  |
| <b>Report author:</b><br>Rory McMullan, Road Danger Reduction & Behaviour Change Team, Department of Built Environment |                                      |

### **Summary**

This 5 year Road Danger Reduction and Active Travel plan 2018 – 2023 (RDR Plan) has been developed with the ambition of getting the City on target for meeting the Vision Zero objectives outlined in the Mayor’s Transport Strategy, whereby the annual number of people killed or seriously injured (KSI) in traffic incidents is zero by 2041.

To meet this challenging target the RDR Plan proposes a number of behaviour change, enforcement, engagement and engineering initiatives that support safer travel by active modes (walking and cycling), whilst reducing road risks at source. The full plan can be seen in Appendix 3.

Members endorsed the Draft RDR Plan for public consultation, which was carried out over the spring and summer of 2018. We received 511 responses to the consultation survey. A report on the results of the consultation can be seen in Appendix 3.

The Mayor’s Transport Strategy proposes the adoption of Vision Zero, which sets a target of 70% reduction in KSI by 2030, which gives the City a target of no more than 16 KSI. The RDR Plan proposes accepting this target which gives a target of no more than 33 KSI by 2023.

In July 2018, TfL released the Vision Zero Action Plan which proposes following the Safe System Approach.

The Draft Transport Strategy which was approved for consultation in October 2018, also follows the Safe System Approach. The long term, Draft Transport Strategy is going to consultation, and this RDR Plan will therefore be subject to revision pending the adoption of the Transport Strategy.

The RDR Plan has been redrafted to maintain the ten steps in five years, but follow a Safe System Approach methodology.

### **Recommendation(s)**

Members are also asked to approve the Road Danger Reduction and Active Travel Plan 2018 – 2023 for adoption.

## Main Report

### Background:

1. The City's success is reflected in its continuing growth as the world's premier business location. The City has seen significant growth from 356,600 employees in 2010, rising to 513,000 by 2015, a 44% increase. There has also been an increase in people walking and cycling in the City, which supports the Healthy Streets Approach outlined in the Mayor's Transport Strategy. During the past 5 years, KSIs have remained fairly constant, averaging 50 per year. This is lower than any London Authority, but is not in line with the 2020 target of 25 KSI set in the *2013 Road Danger Reduction Plan*.

### Current Position:

2. KSI numbers to pedal cyclists are on a decreasing trend. The 2015-17 average of 13 KSIs compares to the 2012-14 average of 23 KSIs. This is roughly a 42% reduction despite an approximate 25% increase in cyclist numbers. However cyclists accounted for 6 of the 11 fatalities in the City between 2012 – 2016.
3. The number of pedestrians KSIs in road collisions has risen. The 2015 -17 average of 25 KSI, compares to the 2012 – 14 average of 20 KSI; a 25% increase. This rise is worrying but lower than the growth in the City worker population, which can be used as an approximation of increase in people walking in the City.
4. The delivery plan therefore proposes a focus on the safety of active travel with an emphasis on pedestrian safety. Focusing on reducing danger at source it targets those vehicles which carry the most kinetic energy and therefore most potential harm.
5. The casualty analysis of who, what, where, when and why collisions occur within the Square Mile can be seen in Appendix 4 and provides the background evidence for this RDR Plan.

### Options

6. The Mayor's Transport Strategy's 'Vision Zero' approach sets challenging interim targets for London authorities. The 2022 target set by the Mayor of a 65% reduction from the 2005 – 2009 baseline would require a reduction from 51 KSIs in 2016 to below 18 KSIs in 2022. It is not realistic to adopt this target. However, a linear reduction towards the 2030 target of 16 KSIs would give the City a target of no more than 33 KSIs in 2023.
7. The consultation showed 78% support for this target, of the 22% who opposed the target, 15% felt it was not ambitious enough, while only 7% felt it to be too ambitious.
8. The current RDR Work Programme is fully funded through TfL Local Implementation Plan. Future years programmes will be subject to agreed funding and reporting process to members.

## **Proposals:**

9. The Consultation showed high support for all the proposals in the RDR Plan. The amended document has therefore kept the original steps, but modified them to reflect comments from the consultation. The steps have been reorganised to fit within the Safe System Approach recommended in the TfL Vision Zero Action Plan. The revision represents a reorganisation of the Draft RDR plan rather than a major change of focus or content.
10. There are two new steps which are: Reducing traffic speed, which was previously listed as part of targeted enforcement. Traffic Reduction, which was the most commented upon issue in the consultation.
11. As separate Targetted Enforcement section has been omitted. Working in partnership with the City Police is an essential element for successful delivery of all of the ten steps, and integral to the delivery of all four themes of the Safe System Approach: Safer Streets, Safer Speeds, Safer Vehicles and Safer Behaviours.
12. The ten steps implementation plan for the RDR Plan are outlined in Appendix 1. The original ten step plan can be seen in Appendix 2

## **Corporate & Strategic Implications**

13. The RDR Plan works towards delivery of objectives within the Draft Transport Strategy. This RDR Plan will therefore be subject to revision immediately after the Transport Strategy is adopted to take account of the proposals.

## **Implications**

14. It is recognised that an increased RDR budget will be required over the following years if the City is to meet the challenging targets. Section 55 of the Road Traffic Regulation Act states that on-street parking surplus, including fines from Bank, can be spent on the implementation of the London Transport Strategy.

## **Conclusion:**

15. Measures adopted over the last five years for road danger reduction have been successful in delivering an improvement in the casualty rate in the City. However absolute casualty numbers have remained constant due to the rise in the number of vulnerable road users. More significant reductions in killed and serious injury numbers will require the adoption of new and more radical measures that prioritise active travel and support Healthy Streets.
16. The existing major engineering projects and programmes such as permanent measures at Bank, will continue to deliver casualty reductions, but due to time-frame, major new projects are beyond the scope of this 5-year plan. As 45% of City casualties occur on TfL controlled streets, a major component of this plan focussed on engagement.

17. The RDR Plan focuses on what we can do in the short term. Longer term reduction in casualties will rely heavily on the delivery of the measures proposed in the Draft Transport Strategy for the City.

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## Appendix 1: The RDR Plan 2018 – 23 – Implementation Plan for Approval - Safe System Approach

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| <b>Theme 1: Safer Streets</b>  |
| <b>Step 1: Safer Street Design</b><br><br>The implementation of physical changes to street design, reducing the opportunity for the manoeuvres and behaviours that lead to collisions that cause injury. All new street design changes will be promoted to the local community.  |
| <b>Step 2: Timed closures</b><br><br>The City Corporation will research opportunities for timed closures to certain classes of traffic. Areas with the highest density of active travellers, and those locations which are already road collision hotspots, will be prioritised.   |
| <b>Theme 2: Safer speeds (NEW)</b>   |
| <b>Step 3: Reducing traffic speed</b><br><br>The greater the speed the more severe the injury when a vehicle collides with a person. Stopping distances increase with speed and reaction times reduce, thus reducing speed is at the heart of road danger reduction. We will work with the City Police on engagement, education and enforcement of the 20mph limit. This will support the potential lowering the current 20mph speed limit to 15mph on the adoption of the Draft Transport Strategy. |
| <b>Step 4: Trials and Temporary Projects</b><br><br>Temporary, low cost interventions, such as paint and planters, will be installed to change the look and feel of the streets to prioritise active travel.   |
| <b>Theme 3: Safer vehicles</b>   |
| <b>Step 5: Safer freight operation</b><br><br>The City will continue to work with construction sites in the City to ensure the safer Heavy Goods Vehicles and better trained drivers operate in the Square Mile.   |
| <b>Step 6: Traffic Reduction (New)</b><br><br>Making space for safer active travel (people walking and cycling) will require a reduction in the motor vehicle traffic in the City.   |
| <b>Theme 4: Safer behaviours</b>   |
| <b>Step 7: Behaviour change: attitudes to travel programme</b><br><br>We will develop a series of campaigns, programmes and events to influence the attitudes of road users. Empathy towards other road users and understanding of their   |

behaviours reduces conflict and collisions.

**Step 8: Safer riders**

We will engage with motorcycle and pedal cyclists through initiatives such as rider forums to better understand the issues and research opportunities to make riding in the City safer.

**Step 9: Safer drivers**

The City Corporation will work with its partners and City businesses to raise awareness and encourage enhanced driver training for all drivers.

**Theme 5: Awareness and engagement**

**STEP 10. Stakeholder engagement**

Continue to engage with key stakeholders, businesses, construction, industry professionals and the local community. Through various channels, such as the Active City Network (ACN) and the Road Danger Reduction Partnership (RDRP).

## Appendix 2 Original Steps: RDR Plan Approved for Consultation

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| <b><i>Theme 1: Engagement and Behaviour Change</i></b>  |
| <b>Step 1: Behaviour change: attitudes to travel programme</b><br>Social norms campaigns and best practice guides will be aimed at encouraging safer road behaviour over the long term  |
| <b>Step 2: Causational factors programme</b><br>Monitoring casualty data to guide road danger reduction engineering improvements to the highway and targeted campaigns by user behaviour and location will seek to address dangerous behaviours.    |
| <b>Step 3: Stakeholder engagement: Active City Network (ACN)</b><br>A means of distributing road danger reduction and active travel promotions and messages to businesses, residents, visitors and students throughout the City of London.          |
| <b>Step 4: RDR partnership</b><br>The Partnership of the City Police and City Corporation is dedicated to making a healthier and safer City.  |
| <b><i>Theme 2: Danger reduction and vision zero</i></b>   |
| <b>Step 5: Targeted enforcement and street monitoring</b><br>The City of London Police will address higher risk road user behaviour through criminal prosecution or educational alternatives  |
| <b>Step 6: Safer freight operation</b><br>The <i>City Mark</i> programme works with all construction sites improving compliance for large freight vehicles and their drivers. This work will continue and be embedded within CCS.                   |
| <b>Step 7: Safer riders</b><br>We will focus on engagement through establishing forums, rider etiquette campaigns to change behaviours and rider training to reduce collisions involving riders.  |
| <b>Step 8: Safer drivers</b><br>Driver training will be promoted to groups such as private hire and van drivers   |
| <b><i>Theme 3: Active travel and Healthy Streets</i></b>  |
| <b>Step 9: Temporary timed closures of casualty hotspots – lunchtime streets</b><br>Trialing timed closures at high footfall casualty hotspots. The proposed initial focus will be trialling traffic free streets in high demand areas at lunchtime |

**Step 10: Tactical urbanism: Active travel priority zones**

Experimental road designs will be trialled on low budgets with temporary materials to study their impacts, preceding permanent road alterations.

**Appendix 3** Road Danger Reduction & Active Travel Plan 2018 -2023

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**Appendix 4** RDR and AT Plan Consultation Report

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**Appendix 5** Road Injury Statistics for the City of London 2013 – 2017

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