

Committee: Police	Date: 5 th July 2013
Subject: Road Safety- Casualties and Collisions- Update	Public
Report of: Commissioner of Police Pol 31/13	For Information

Summary

At your Committee in June 2012, the Commissioner undertook to bring a report on Road Safety issues to your Committee twice yearly. The first of these reports was submitted to your committee in December 2012 (Pol 76/12 refers). This is therefore the second update report. The objective of the report is to inform Members in relation to road traffic casualties and collisions along with measures in place to mitigate the risks of these. The report also includes updates around the Force's partnership working and outcomes.

Statistics indicate that road traffic collisions and casualties within the City of London have decreased in the last 12 months when compared to the 2011/12 Financial Year.

Vulnerable road users are involved in the majority (79%) of collisions that occur within the City of London and also form the vast majority of casualties. There are strict definitions applied by the Department for Transport regarding severity of injuries which are detailed in the report.

The number of personal injury collisions reported to the City of London Police in the 2012/13 Financial Year was 364, with 401 people being injured as a result of the collisions. That compares to 395 reported collisions and 465 casualties in 2011/12.

Police education and enforcement activities continue to work towards impacting on a reduction in collisions and casualties. Current activity includes a recent Advanced Stop Line education and enforcement campaign, Operation Atrium¹, Capital City Cycle Safe², Operation

¹ The Force's long term initiative in response to offences and ASB committed by cyclists

² This is a diversion scheme developed in partnership with the MPS and AA Drivotech to give cyclists an opportunity to avoid court by electing to take part in a computer based on line training programme.

Coachman³, Operation Giant⁴, the BikeSafe Scheme for motorcyclists and other initiatives targeting pedestrians. However, it is widely believed that a more long-term strategy linking into the Regional and National Road Safety agenda is required. The strategy for reducing collisions and casualties requires long-term partnership collaborations adopting a problem solving approach.

The Force continues to develop a structured working partnership with the City of London to help reduce the number of casualties and collisions. The aim is to establish a formal partnership working group- Roads Policing Strategic Group – to be chaired by Commander (Ops)- that will work on local strategies to fit in with the regional and national framework which will enable effective management of partnership working and resource tasking.

The Force is working with the City of London to implement and support their Road Danger Reduction plan.

Recommendation

It is recommended that this report be received and its contents noted.

Main Report

Background

1. At your Committee in June 2012, the Commissioner undertook to bring a report on road safety issues to your Committee twice yearly to update Members in respect of road traffic collisions and casualties, along with measures in place to mitigate the risks of these. This report provides that information and includes updates around the Force's partnership working and outcomes.
2. Collisions and casualties have risen steadily over the last decade. Those classed as vulnerable road users (pedestrians, cyclists and motor-cyclists) are involved in the most collisions, and make up 79% of the reported casualties. Pedestrian movement is not monitored accurately but their numbers are believed to have

³ This operation targets foreign passengers who are provided with a multi lingual document that reminds them to look right and not left when crossing the road. Drivers of large commercial vehicles are provided with a document that reminds them to look out for cyclists.

⁴ This operation targets unlicensed or uninsured drivers through an ANPR based operation

remained relatively constant throughout the last decade, whilst the number of Cyclists riding in the City has increased year on year.

Current Position

3. The Force Policing Plan target (2012 – 13) in relation to collisions was to have a reduction in overall *collisions resulting in injury* compared to the year 2011 – 2012, in which year there were 395. A collision is categorised as follows: damage only (where there is no injury but there is damage to vehicles), slight injury, serious injury or fatal. In addition, it should be noted that more than one person could be injured in one collision, for example, if a bus full of passengers is involved in a collision.
4. The collision and casualty figures quoted in this report are derived from the number of reports received by this Force relating to collisions that happened within the City of London categorised into severity class according to Department for Transport guidance. A summary of that guidance is at Appendix A.

The table below shows the number of collisions and casualties for the full year-to-date period (April 2012 to March 2013), the same data for 2011/12, and the percentage changes between those figures.

CLASSIFICATION	TOTAL FOR MONTHS OF:								% change			
	April 2012 to March 2013				April 2011 to March 2012				FATAL	SER.	SLIGHT	TOTAL
PEDESTRIANS	2	24	77	103		16	96	112	200	50	-20	-8
PEDAL CYCLES		21	124	145	1	25	134	160	-100	-16	-7	-9
POWERED 2 WHEEL		12	58	70		11	64	75		9	-9	-7
CAR OR TAXI		1	58	59		2	78	80			-25	-26
P.S.V.		2	19	21		1	22	23			-14	-9
GOODS			3	3		1	10	11			-70	-73
OTHER				0			4	4				-100
TOTAL	2	60	339	401	1	56	408	465	100	7	-17	-14
PI Collisions	2	60	302	364	1	55	339	395	100	9	-11	-8

Total KSI change is +9%

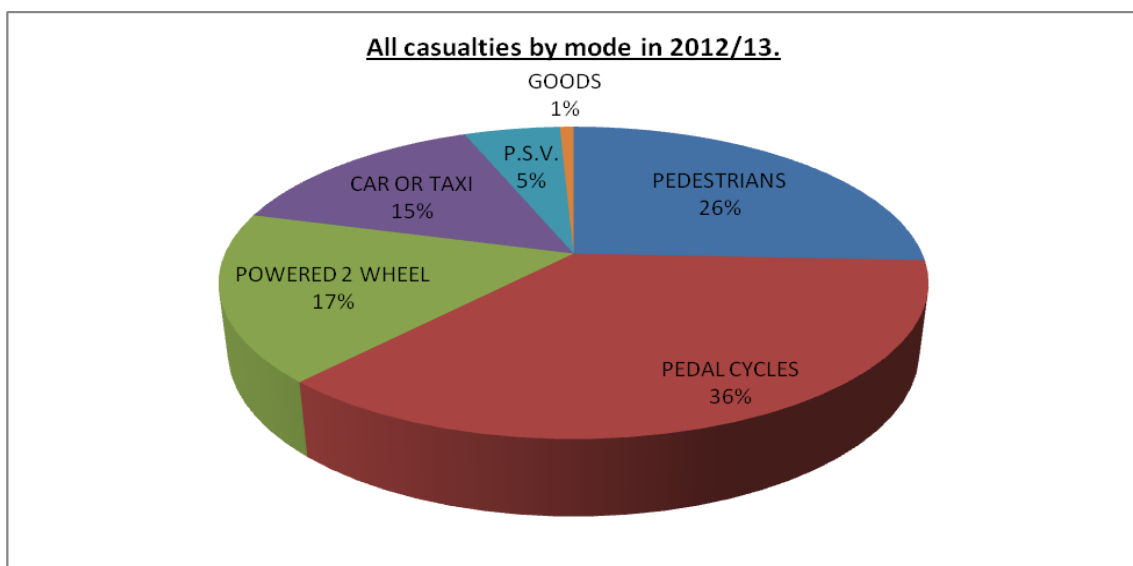
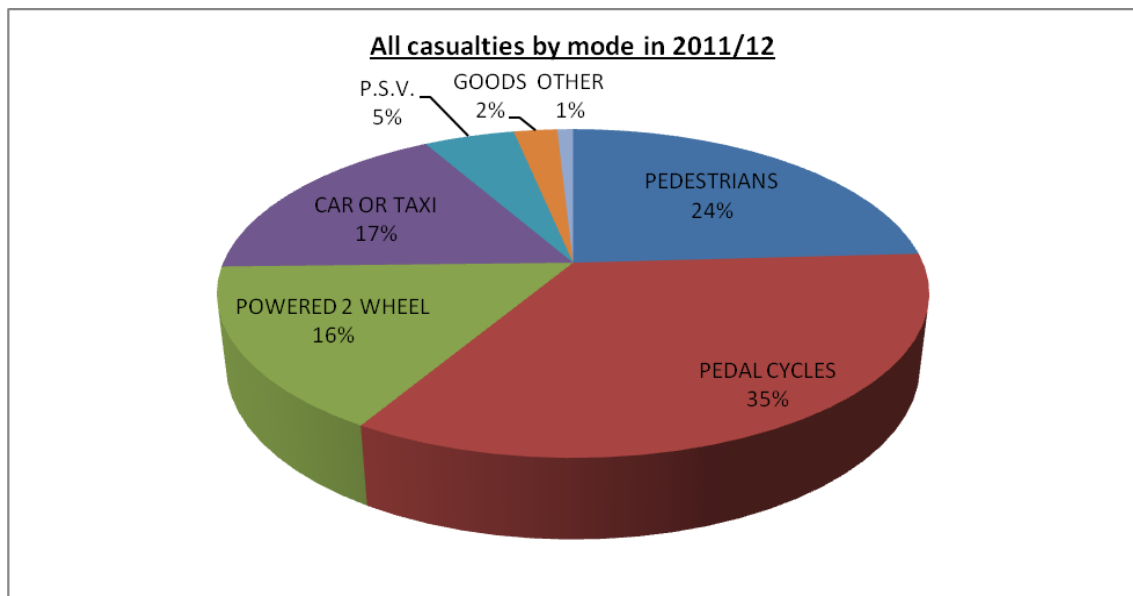
The Force target for 2012 – 13 was to reduce the number of collisions resulting in a person being injured, and the overall number of collisions and casualties for the 2012/13 Financial year are down 8 and 14 percent respectively.

Slight collisions and casualties show a reduction of 11 and 17 percent respectively.

Serious collisions and casualties have increased by 9 and 7 percent, with the overall figure for those having been Killed or Seriously Injured (KSI) having increased by 9%.

Pedestrian Serious casualties have increased by 50%, whilst Serious Cyclist casualties have decreased by 16%.

Cyclists continue to be the road user group most often injured in collisions, followed by Pedestrians.



5. The number of cyclists in London has risen greatly in the past few years. The Local Implementation Plan (LIP) states that in 1999 the count of daily cycle journeys was 7664, yet in 2010 it had increased to 24,888. The City of London Corporation's longer-term target (2020) is to increase cyclist journeys to 62,800.

Current Activity

Cyclists

Operation Atrium

6. Operation Atrium continues as the Force's long term initiative aimed at cyclists that is primarily aimed at education and enforcement, with regard to offences and anti social behaviour committed by this group. This initiative also serves to assist in addressing community priorities identified by residents in the City. The statistics indicate that a cyclist turning left is *not* among the main causation factors of collisions, however, the purpose of Op Atrium is to make them aware of the dangers of left turning heavy goods vehicles (HGV's) and educating them about positioning themselves safely in the proximity of such vehicles, so as to reduce the number of collisions between HGVs and cyclists. It is this manoeuvre that has a high Killed Seriously Injured (KSI) / fatality rate.

Capital City Cycle Safe

7. This is a diversion scheme, the first of its type for cyclists in the country. This was developed in partnership with the Metropolitan Police Service and AA Drivetech to give cyclists an opportunity to avoid court by electing to take part in a computer based on line training programme. This supports the national strategy of diverting offenders away from the criminal justice system and into education and awareness. It is recognised that this has a more beneficial long term effect on offending, as opposed to a fine. Once the individual is seen committing an offence they are offered the opportunity to elect for the online training and pay £16 rather than £30 penalty notice. In 2012 – 13 165 notices were issued to cyclists and one of the performance measures for 2013-14 is to increase this number – ensuring more cyclists receive computer based training aimed at making them safer whilst using the roads.

Commercial Vehicles

8. Commercial Vehicles play a significant part in a number of serious collisions and continue to pose a threat to all road users. As a result, the Force undertakes a number of enforcement and education activities that specifically target drivers and owners of this mode of transport. It is the enforcement of legislation such as un-roadworthy vehicles and 'driver hours' offences that contribute to the casualty reduction aim of the CoLP.
9. When undertaking these targeted activities it should be noted that officers also use this opportunity of interaction with drivers to deliver road safety messages. On Operation Coachman, foreign coach passengers are provided with a multi lingual document that reminds them to look right and not left when crossing the road. Drivers of goods vehicles are provided with a document that reminds them to look out for cyclists and they are even provided with Fresnel⁵ lenses to assist with the view from their cab.
10. A "goodies" bag has been developed in conjunction with the City of London Corporation Road Safety Team who have provided funding and ideas for the initiative. Once a HGV is stopped they will be provided with a bag and its contents, all of which are of use to a HGV driver and contain safety messages and advice.

Pedestrians

11. The overall number of Pedestrian casualties has reduced by 8% over last year, although the number of Pedestrians Seriously injured has increased by 50%. This continues to be a problematic group to target as there is no enforcement element, and the difficulty is getting the message to 350,000 people within the City that road safety is an issue for them.
12. One of the main reasons for pedestrian casualties is lack of attention to the environment. Operational responses have included police patrols outside stations at peak times with officers delivering a set message to a high volume of people, to developing a corporate message that is used through community e-mail

⁵ http://en.wikipedia.org/wiki/Fresnel_lens#Uses

requesting companies to provide a road safety message for their employees.

13. The introduction of 20mph speed restrictions (in the whole, or part of the City) as recommended in the City's Road Danger Reduction Plan is intended to reduce the severity of casualties by reducing impact speeds, which should reduce the recent increase in Serious Pedestrian casualties. This is supported by us.
14. Transport hubs are also targeted in an attempt to remind commuters to take care when crossing the City's roads. This however may not represent the most effective use of resources in the long term and a more permanent change to the street environment might better mitigate the risks in the longer term. Highway improvements being planned by the City of London, such as the removal of the Aldgate Gyratory, and those currently being implemented such as the Holborn Circus scheme are intended to improve the safety of all road users in those areas.

Motor Vehicles

15. There are a number of Operations that are undertaken that seek to enforce rather than educate:

Operation Giant

Targeting unlicensed or uninsured drivers through an ANPR based operation. This ensures that such drivers and vehicles are removed from the roads thus making them a safer place for other road users. This is a current priority for the Force with the number of seizures rising month on month since June. A £150 fee is charged which is set by Statutory Instrument. This fee is paid by the driver / owner of the vehicle for release of the vehicle. In addition, there is another fee of £20 for 24 hrs storage of a vehicle. As the Force stores the vehicles on-site and does not engage contractors for this- the monies are retained in Force. For the 2012 -13 period the City of London Police seized 479 vehicles for no insurance and / or being driven without a licence which resulted in income generation of £100,699.

The target for 2013-14 is to increase the number of vehicles seized.

National campaigns

The Force supports a number of national campaigns as directed by agencies such as the Public Carriage Office, the Highway Agency (HA) and Vehicle Operating Standards Agency (VOSA). These have included seat belt, speed, drink / drug drive enforcement campaigns.

Bikesafe

The Force supports the promotion of the London Bikesafe scheme and after a period of not being actively involved is re-establishing links with TfL and the MPS to bring the promotion of Bikesafe to the business community within the City of London. This is a result of an increase in powered two wheeler casualties over the past two years, compared to previous years. This will be a new area of work for the coming period.

ASL Campaign

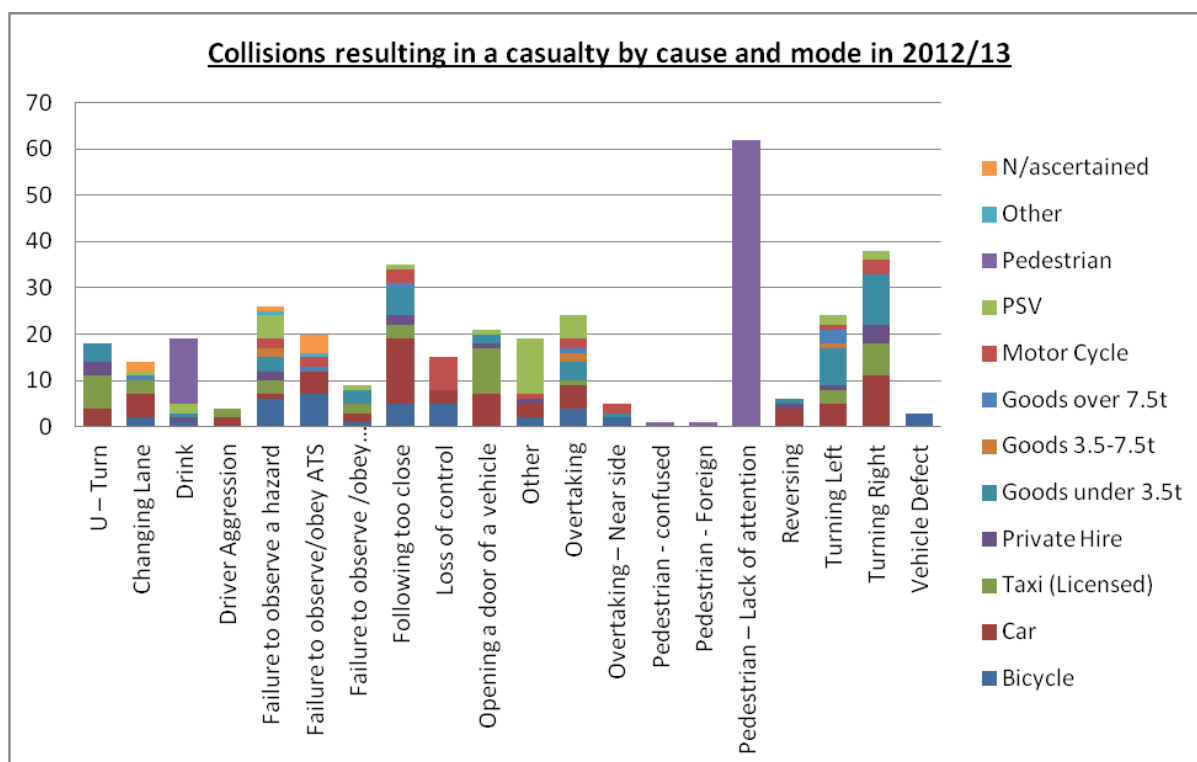
On 3rd June TfL launched a pan London advertising campaign highlighting the misuse of Advanced Stop Boxes by motor vehicles. The City of London Police will start their engagement phase of this operation on 24th June with an enforcement phase starting on 8th July. Alderman Gowman and Deputy McGuinness will be invited to witness the enforcement phase.

Partnership working with the City of London Corporation

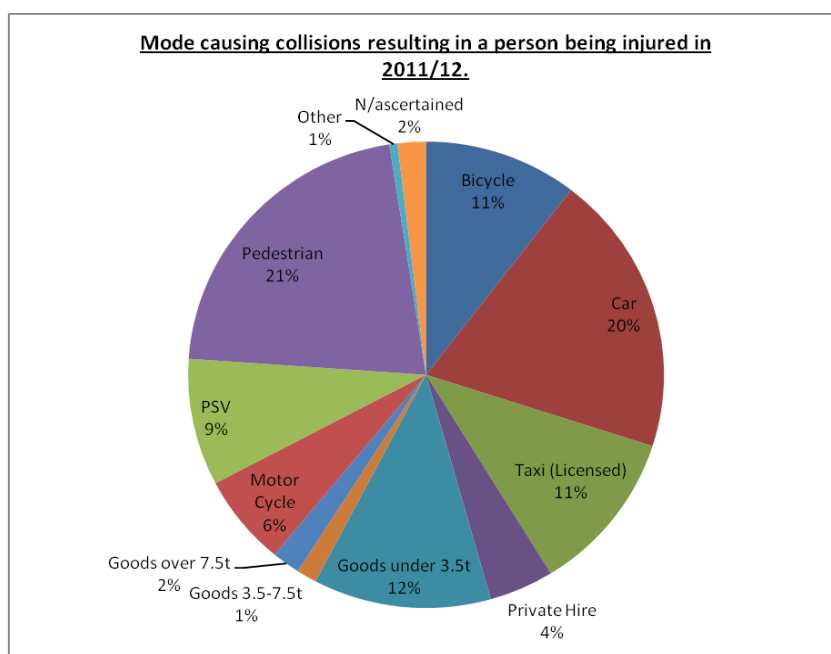
16. Partnership working continues to be key to delivering long-term and sustainable reductions in collisions and casualties. The police have a major role to play in enforcing legislation and road safety but cannot deliver against this important area of public safety alone. Partnership working occurs at many levels between the City of London Corporation in relation to road safety and casualty / collision reduction. The City of London Police also has a formal partnership with TfL, for which in return for £1.2 million funding it undertakes to deliver a number of activities around transport safety. An example of some of the activity performed as a direct result of TfL funding can be seen at Appendix C.

17. Other partnership working includes the Public Carriage Office, in order to identify offenders using licensed Hackney Carriages and Private Hire Vehicles, the Highway Agency (HA) and Vehicle Operating Standards Agency (VOSA) in relation to Goods Vehicles. This allows offences to be detected on Goods Vehicles that would not otherwise be possible without the relevant expertise. Other potential partnerships include the London Road Safety Council and the Mayor of London's Road Safety representative body.
18. The City of London Police works closely with the Metropolitan Police Service in a number of areas including joint working with the MPS Automatic Number Plate Recognition (ANPR) teams as an example. These operations can be effective in tackling other crime types, as the vehicles stopped for the original report on ANPR (such as no insurance etc) can sometimes contain evidence of different types of criminality such as drug use for example.
19. The Force continues to work with the City of London Corporation (CoL) Road Safety Officers on operations such as Op Atrium (cycle safety and education). CoL engage in the satisfaction surveys and bike marking activities and also supply a number of road safety items such as Oyster Card holders for officers to give out to promote safety. There are 12 Operation Atriums per year, each running for approximately 14 days.
20. Officers have combined with the Road Safety Team to deliver road safety and personal safety messages at individual company Health and Safety days. These have received positive feedback from the companies involved and so it is important to continue to work together to identify opportunities for the delivery of these important messages.
21. The City of London Police is also represented at the Streets and Walkways Sub Committee. This meeting addresses street scene improvements and the police are consulted about recommendations and suggestions and the effect that any changes might have on policing or public safety. This meeting approves road safety related plans by the CoL and, as a partner in relation to enforcement and education initiatives for road safety, the Force is able to make comment and answer questions from Members at this Sub Committee.

Analysis and causation factors



Pedestrians caused the most collisions at 22%, with car drivers causing 20%, and small Goods vehicles under 3.5 ton causing 12%. Heavy Goods Vehicles caused 2%.



Key anticipated risks for the future

- The Mayor of London aims to increase the number of cyclists within London by 400%.
- The developments of Crossrail and the Thames Tideway will increase the number of Goods Vehicles in the City for a number of years to come.
- Information from the City of London states that redevelopment of office space in the City of London will see an increase in the daytime working population of nearly 100,000 people by 2026, which is likely to affect crime and public safety.

Future Proposals and Strategies

- a. Since the last report the City of London Police and the City of London Corporation have held an initial meeting with internal stakeholders to identify how best to develop a working partnership.
- b. Other partnerships have been identified and the group leadership will visit these to identify best practice and strategies that would most appropriate to deliver in an area such as the City.
- c. The City of London Police has made the improvement of road safety a Force Priority and this is included in the Force Plan 2013 – 2016. The outcomes are shown as:
 - Making the City roads safer
 - Engaging effectively with our partners
 - Effectively enforcing the law
- d. The key measures to support the priority at C are:

- To deliver enforcement and educational activities for road users.
 - To increase the number of vehicles seized for being driven whilst uninsured and / or being driven by an unlicensed driver (based on 2012-13 data)
 - To increase the number of referrals to the Capital City Cycle Safe scheme and the NDORS Driver Alert Scheme (based on 2012-13 data).
- e. The Mayor for London recently launched his vision for cycling, which may result in significant changes to the TLRN road in the City with potentially reduced traffic lanes, more cycle facilities, and reduced vehicle speeds. This will inevitably create some enforcement challenges for the Force and we will work with them on their vision.
- f. The City of London Road Danger Reduction Plan has been developed by the City of London to improve public safety by making changes to many City roads and to improve road user behaviour. The primary change is the suggestion that a 20mph speed restriction is introduced across the entire City of London, and to include the Transport for London Roads if they are agreeable. The level of enforcement that will be required to make this scheme a success will depend on how it is implemented, and how successful the City of London is through any education or other initiative at convincing drivers and riders that 20mph is an appropriate speed.
- g. On July the 1st the police will be able to issue Endorsable Fixed Penalty Notices for low level offences of Careless Driving which will enable officers to deal with minor offending which, previously, they have tended not to do. To do this the Force will need to be able to provide two NDORS (National Driver Offending Retraining Scheme) courses called *Driving 4 Change* and *What's Driving Us* and the City of London Police are exploring the options of providing these.
- h. A draft communication strategy has been developed by the City of London Police and the City of London Corporation will be consulted on this very shortly so a joint strategy can be

developed to address the key issues around casualty reduction and road safety.

Consultation

22. The Lead Member for Road Safety, Alderman Alison Gowman, has been consulted in the preparation of this report and has been an active participant in the development of the partnership and a reliable and interested critical friend in many areas of road safety and policing activity.

Conclusion

23. The creation of the partnership group with the City of London Corporation will be important in addressing the key issue of developing a holistic approach to casualty reduction.
24. Extensive Police activity to reduce collisions and casualties has been accompanied by a small but significant reduction in the overall numbers in the last 12 months. It is anticipated that the greater working partnership and changes made by the Highway Authorities to their roads will enable an increased reduction, and a lower percentage of casualties who are Killed or Seriously Injured.

Appendices

Appendix A – Explanation of the Collision and Casualty statistical information used in this document.

Appendix B - DfT Guidance on Casualty classifications.

Appendix C – TfL Executive Summary – May 2013

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Appendix A

Information that a collision has occurred, or that a person has been injured in a collision, comes to Police attention either because an officer attends the scene shortly after the crash has occurred and writes a collision report book, or from a report from another person who sends a self report form to us at a later date.

Information from those two types of reports are recorded on a collision recording management programme (CRS) by our Criminal Justice Unit Staff. That programme is primarily a tool to assist in the investigation process and is not intended to provide statistical information, although it does give headline figures for the current position in the Calendar Year.

To provide the statistical information required by the Department of Transport and Transport for London our CJU send paper copies of the records to the Metropolitan Police who put the details onto another computer system which provides the information to Transport for London (ACCSTATS) and the DfT who publish annual reports based on the Calendar year.

The information published by TfL and the DfT is different to that on the CRS system for a number of reasons, such as:

- The officer taking the original report has given the collision the wrong classification in relation to the injury sustained as classified by the DfT. The DfT classifications (As at Appendix B) are not particularly logical and are open to different interpretations. Examples of this are that a 'suspected broken bone' is a Slight, whilst if the report just says 'broken bone' it is classified as Serious.
- The location is not in the City of London
- The location is on the City boundary and is allocated to another London Borough
- The location is on the City boundary, has been reported to the Metropolitan Police, and is allocated to the City of London
- Mis-keying by the person inputting in either our CJU or the Metropolitan Police (or sometimes by both).
- The report has been sent in by someone involved in the collision, as opposed to being reported by Police, and the information is either incorrect, such as at a location that does not exist (Bishopsgate junction with Fleet Street), or there is insufficient information (such as the time and date) provided for the report to be validated and accepted onto the ACCSTATS system.
- Collisions that have occurred in the City are reported to other Police Forces and can take some time to arrive here.
- A collision reported more than 30 days after the incident are not accepted by the DfT but appear on our CRS system.
- A person who dies more than 30 days after the collision has occurred is not recorded as a Fatal by the DfT, but is by us. (The DfT show it as a Serious collision and injury!).

- A collision that occurs in the City this month will generally appear on our CRS system within a week of it being reported/being received by this Force, but will not appear on ACCSTATS for 3 or 4 months, which is not helpful, but we have no control over this. The only way to provide recent collision and casualty information is to add a rationalised (correcting any obvious miss keying, classification of injury, or location errors etc) version of the recent information on our CRS system to the older published information on ACCSTATS.
- Collisions that involve a City Police vehicle at any location in the Country are recorded on the CRS system, but are not relevant to the City of London casualty statistics.

An example of the above is where the driver of a motor vehicle recently crashed into a building as a result of having a bleed to the brain. It was recorded as a Serious collision and injury on our CRS system, but is not classed as a Personal Injury collision by the DfT as the injury occurred before, and unrelated to the crash, and will therefore not appear in the DfT statistics.

Later this year this Force is supposed to be obtaining the national 'CRASH' computerised recording system which is intended to reduce the inputting incidence to one occasion, and then sends the information direct to TfL and the DfT, which should enable correct information for statistical purposes to be obtained in a short period of time.

The identical process has been used to create the Collision and Casualty information for the 2011/12, and 2012/13 years, in this report. That process was to include:

All the reports that appear on the Force CRS system that have an injury recorded in accordance with one of the DfT categories of Fatal, Serious or Slight, as they would be recorded by the DfT irrespective of the categorisation given to it by our CJU staff or the Metropolitan Police.

To include all reports from other Forces of collisions that occurred within the City of London and in accordance with the above criteria.

To exclude all collisions on the CRS system that have been incorrectly recorded, or contain insufficient information regarding essential matters such as location or injuries.

To exclude all CRS records for locations outside the City of London boundary.

The data for each financial year has then been analysed in exactly the same way to produce reliable trend patterns for the overall figures, and the individual modes.

Appendix B

Definitions, symbols and conventions

Accident: Involves personal injury occurring on the public highway (including footways) in which at least one road *vehicle* or a *vehicle* in collision with a *pedestrian* is involved and which becomes known to the police within 30 days of its occurrence. One accident may give rise to several *casualties*. "Damage-only" accidents are not included in this publication.

Adults: Persons aged 16 years and over (except where otherwise stated).

Agricultural vehicles: Mainly comprises agricultural tractors (whether or not towing) but also includes mobile excavators and front dumpers.

Built-up roads: *Accidents* on "built-up roads" are those which occur on roads with *speed limits* (ignoring temporary limits) of 40 mph or less. "Non built-up roads" refer to speed limits over 40 mph. *Motorway accidents* are shown separately and are excluded from the totals for built-up and non built-up roads.

Buses and coaches: Buses or coaches equipped to carry 17 or more passengers, regardless of use.

Cars: Includes *taxis*, estate cars, three and four wheel cars and minibuses except where otherwise stated (i.e. Tables 22, 27, 28, and 40). Also includes motor caravans prior to 1999.

Casualty: A person *killed* or *injured* in an *accident*. *Casualties* are sub-divided into *killed*, *seriously injured* and *slightly injured*.

Children: Persons under 16 years of age (except where otherwise stated).

Darkness: From half an hour after sunset to half an hour before sunrise, i.e. "lighting-up time".

Daylight: All times other than *darkness*.

DfT: Department for Transport

Drivers: Persons in control of *vehicles* other than *pedal cycles*, *motorcycles* and ridden animals (see *riders*). Other occupants of *vehicles* are *passengers*.

Failed breath test: *Drivers* or *riders* who were tested with a positive result, or who failed or refused to provide a specimen of breath (see note on Table 11 in "Notes to individual tables" for the coverage of breath test data).

Fatal accident: An accident in which at least one person is *killed*.

Goods vehicles: These are divided into two groups according to vehicle weight. They include tankers, tractor units without their semi-trailers, trailers, articulated vehicles and pick-up trucks.

Heavy goods vehicles (HGV): Goods vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

Light goods vehicles (LGV): Goods vehicles, mainly vans (including car derived vans), not over 3.5 tonnes maximum permissible gross vehicle weight.

Injury accident: An *accident* involving human injury or death.

Killed: Human casualties who sustained injuries which caused death less than 30 days (before 1954, about two months) after the *accident*. Confirmed suicides are excluded.

KSI: Killed or seriously injured.

Light Goods Vehicle (LGV): see *Goods vehicles*

Motorcycles: Two-wheel motor vehicles, including mopeds, motor scooters and motor cycle combinations.

Motorways: Motorway and A(M) roads.

Other roads: All B, C and unclassified roads, unless otherwise noted (i.e. Tables 5a-c).

Other vehicles: Other motor *vehicles* include ambulances, fire engines, trams, refuse *vehicles*, road rollers, *agricultural vehicles*, excavators, mobile cranes, electric scooters and motorised wheelchairs etc, except where otherwise stated (i.e. Tables 28 and 40). Other non motor *vehicles* include those drawn by an animal, ridden horse, wheelchairs without a motor, street barrows etc, except where otherwise stated (i.e. Tables 28 and 49). In certain tables "*other vehicles*" may also include *buses and coaches* and/or *goods vehicles*, as indicated in a footnote.

Passengers: Occupants of *vehicles*, other than the person in control (the *driver* or *rider*). Includes pillion passengers.

Pedal cycles: Includes tandems, tricycles and toy cycles ridden on the carriageway. From 1983 the definition includes a small number of cycles and tricycles with battery assistance with a maximum speed of 15 mph.

Pedal cyclists: *Riders* of *pedal cycles*, including any *passengers*.

Pedestrians: Includes children riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other *vehicles* or operating pedestrian-controlled *vehicles*, those leading or herding animals, children in prams or buggies, and people who alight safely from *vehicles* and are subsequently injured.

Riders: Persons in control of *pedal cycles*, *motorcycles* or ridden animals. Other occupants of these *vehicles* are *passengers*.

Road users: Pedestrians and vehicle riders, drivers and passengers.

Rural Roads: Major roads and minor roads outside urban areas and having a population of less than 10 thousand. *Motorways* in rural areas are shown separately and (with the exception of Tables 23a, b and c) are excluded from the totals for rural roads.

Serious accident: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is *killed*.

Serious injury: An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the *accident*. An injured *casualty* is recorded as *seriously* or *slightly injured* by the police on the basis of information available within a short time of the *accident*. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Severity: Of an *accident*, the severity of the most severely injured *casualty* (either *fatal*, *serious* or *slight*). Of a *casualty*; *killed*, *seriously injured* or *slightly injured*.

Slight accident: One in which at least one person is *slightly injured* but no person is *killed* or *seriously injured*.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

Speed limits: Permanent speed limits applicable to the roadway.

Taxi: Any vehicle operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates. Also includes private hire cars.

Users of a vehicle: All occupants, i.e. *driver* (or *rider*) and *passengers*, including persons injured while boarding or alighting from the *vehicle*.

Urban Roads: Major and minor roads within an urban area with a population of 10 thousand or more. The definition is based on the 1991 Office of the Deputy Prime Minister definition of urban settlements. The urban areas used for this bulletin are based on 2001 census data. *Motorways* in urban areas are shown separately and (with the exception of Tables 23a, b and c) are excluded from the totals for urban roads.

Vehicles: Vehicles (except *taxis*) are classified according to their structural type and not according to their employment or category of licence at the time of an *accident*.

Vehicles involved in accidents: *Vehicles* whose *drivers* or *passengers* are injured, which hit and injure a *pedestrian* or another *vehicle* whose *driver* or *passengers* are injured, or which contributes to the *accident*. *Vehicles* which collide, after the initial *accident* which caused injury, are not included unless they aggravate the degree of injury or lead to further *casualties*. Includes *pedal cycles* ridden on the footway.

Symbols and conventions used

Rounding of figures: In tables where figures have been rounded, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Symbols: The following symbols have been used throughout:

0 = nil or negligible (less than half the final digit shown).

.. = not available/applicable.

Conversion factor: 1 mile = 1.6093 kilometres.

Appendix C
TFL - Executive Summary – May 2013

Date	Event	Location	Op Order	Result
1 st – 31 st May	Operation Rubystar – Leaflet campaign - reduce KSI's (38 Worsfold) At 0800hrs - 0930hrs and 1630hrs - 1800hrs Wednesday – Fridays.	Mainline train Stations during morning and evening rush hours		1100 x Oyster / educational cards issued at peak rush hours and another 1100 x STAN leaflets given at the same time.
1 st – 31 st May	Operation Regina – enforcement of PHV's / HC	City Area		For full breakdown – see monthly report produced by PC Dave Clark
Fri 3 rd May	TFL - Operation Regina (38 Worsfold)	FARRINGDON STREET, EC4	13/00165	HACKNEY CARRIAGES 30 x inspected 6 x Fail to wear badges 2 x Advisories PRIVATE HIRE VEHICLES 19 x inspected 1 x EFPN – tyre cord exposed 1 x EFPN – tyre insufficient tread 8 x Fail to wear badges 2 x Unfit 3 x Advisories TOTAL = 49 VEHICLES 16 x DWP enquiries
7 th – 23 rd May	TFL - Operation Atrium - Cycle Awareness and Enforcement (38 Worsfold)	City Area		271 x NEFPT's issued to pedal cyclists through enforcement campaign
Wed 8 th May	Op CUBO / Op Giant - National Joint operation with MPS (38 Worsfold)	City Area		13 activations 1 x vehicle seized 1 x EFPN – no insurance

				1 x process – no insurance (vehicle was insured at the roadside as young child on board)
Thu 9th May	TFL – Advanced Stop Lines - mini op test Joint Met / TFL campaign to run from 24 th June – educational leaflets / from 8 th July - enforcement	London Wall West and Moorgate North St Martin Le Grand J/W Cheapside South and West and Newgate St J/W King Edward Street North and East Newgate J/W Old Bailey		3 x EFPN – ASLs 4 x EFPN – ASLs 21 x verbal warnings
Thu 9th May	TFL - Operation Regina (38 Worsfold)	Farringdon Street EC4, Mansell Street, E1	13/00166	HACKNEY CARRIAGE 26 x inspected 3 x Fail to wear driver badges 3 x Fail to display vehicle identifications 2 x Tyre advises 1 x VDRS – vehicle defects 2 x Unfit PRIVATE HIRE VEHICLES 19 x inspected 8 x Fail to wear driver badges 1 x lighting defect 1 x Fail to provide documents 1 x tyre advise 16 x DWP driver enquiries TOTAL VEHICLES = 45
Wed 15th May	TFL - Operation Giant (38 Worsfold)	City Area		284 PNCS conducted 14 x activations 10 x No trace 4 x Vehicles stopped and satisfactory, no offences 1 x V79 2 x EFPN – mobile phones

				2 x NEFPN – Atrium
Thur 16th May	TFL – Advanced Stop Lines – second mini op test Joint Met / TFL campaign to run from 24 th June – educational leaflets / from 8 th July - enforcement	Newgate J/W Old Bailey		6 x EFPN – ASLs 19 x verbal warnings 1 x NEFPN - Atrium
Thur 16th May	TFL – Operation Port – taxi touts	City Area		2 x arrests – ATM skimming Cheapside
Fri 17th May	TFL - Operation Regina (38 Worsfold)	Mansell Street, E1, Long Lane EC1, Farringdon Street EC4.	13/00167	HACKNEY CARRIAGE 21 x inspected 3 x fail to wear driver badge 5 x Unfit, vehicle defects PRIVATE HIRE VEHICLES 30 x inspected 5 x advice on tyres 3 x Fail to wear driver id badges 1 x PCO vehicle discs expired and removed from vehicle DWP 23 x drivers inspected (1 x EFPN – defective tyre found on non PCO vehicle – PC 789) TOTAL VEHICLES = 51
Mon 20th May	TFL – External Presentation to business	Fleet Place		Cycle Safely / Bike safe / STAN presentations to approx 30 members of staff
Tue 21st May	TFL – Op Mermaid (PS Smallwood)			30 LGV's stopped 19 x offences including drivers hours, no MOT, document offence and seatbelt offences. One intel report for VOSA on tachograph discrepancies

Wed 22nd May	TFL - Operation Regina (38 Worsfold)	Farringdon Street, (x2), Bevis Marks, Liverpool St Stn / Bishopsgate	13/00168	HACKNEY CARRIAGES 24 x inspected 2 x Fail to wear badges 2 x Unfit vehicles 2 x Expired Bills surrendered 1 x No Vehicle IDS displayed with passengers on board PRIVATE HIRE VEHICLES 16 x inspected 1 x advise ref tyre 2 x Fail to wear badges 2 x No badges present 1 x Disclosure to PCO ref conviction 16 x DWP enquiries TOTAL VEHICLES = 40
Wed 22nd May	TFL - Invite - Cycle Safety Road Show (38 Worsfold)	Wood Street Police Station	13/00314	2 x cyclists attended Debrief – mid June
Thur 23rd May	TFL – External Presentation to business	Fleet Place		Cycle Safely / Bike safe / STAN presentations to approx 30 members of staff
Thur 23rd May	TFL – Operation Port – taxi touts	City Area		2 x taxi touts summons / process
Fri 24th May	TFL - The Cycle Road Safety Show (38 Worsfold)	Dowgate Hill Fire Station	13/00018	108 x pedal cyclists attended and had their fixed penalty ticket rescinded 42 x bikes marked 3 x invited guests
Sat 25th May	TFL - Operation Giant (38 Worsfold)	City Area	13/00384	3 x vehicle seizures – no insurance

				<p>568 x PNC checks 33 x ANPR activations 7 x direct action stops 34 x vehicles stopped 6 x no trace 12 x satisfactory stops 3 x process – Driver records / no insurance and no driving licence and no MOT / Dangerous condition 4 x EFPN (2 x mobile phone / 2 x No Insurance) 2 x NEFPN (1 x overweight / 1 x no VEL) 6 x HORT/1 1 x HGV HORT/1 2 x 386's 3 x V79 9 x negative alcos 2 x Section 1 searches 1 x Section 23 search 1 x Cannabis warning with seizure of drugs 1 x intel report</p>
Tue 28th May	TFL - Operation Giant (38 Worsfold)	City Area	13/00383	<p>5 x ANPR Activations 453 x PNC Checks 7 x Direct Actions 1 x EFPN - no insurance 7 x NEFPN - (6 x weight / 1 x Bus Lane) 5 x HGV Forms 1 x 386</p>
Thur 30th May	TFL - Operation Regina (38 Worsfold)	City Area		<p>45 x HC and PHV's stopped (offences – fail to wear badge / photocopied Bill / vehicle identifiers)</p>

	UP Working Night Duty with PCO Night Enforcement Team			1 x Sec23 drugs search NT
Thur 30th May	TFL – Operation Port – taxi touts	City Area		1 x arrest – drink drive