

<b>Committee(s):</b>	<b>Date(s):</b>
Planning and Transportation Police Committee	25 February 2014 28 February 2014
<b>Subject:</b> Road Danger Reduction Update	Public
<b>Joint Report of:</b> Director of the Built Environment, and Commander of Operations – City of London Police	Information

### **Summary**

This report is the twice-yearly progress report in relation to the City's Road Danger Reduction Plan (RDR Plan).

Approved in January 2013 (last update published in June 2013), the RDR Plan includes a challenging programme of activities aimed at making our streets safer and achieving our stated Local Implementation Plan (LIP) 2020 casualty reduction targets. This report gives an update on progress against that baseline delivery programme (see Appendix 1).

This report comments on a number of significant achievements that have been made over the last year. Amongst these, a significant milestone has been the establishment of a Road Danger Reduction Partnership including the City of London (CoL) Police, Transport for London, and the Greater London Authority. The RDR Partnership meets quarterly and aims to co-ordinate road safety activities between partners and develop innovative solutions to reducing casualty figures in the City.

Other significant achievements commented upon within this report include the recent improvements to Holborn Circus which historically has been one of the City's worst accident hotspots, the expansion of our contra-flow cycling programme which aims to facilitate cyclists using quiet back streets rather than heavily tracked streets, and the City's success in becoming the only Local Authority to have achieved the Fleet Operators Recognition Scheme's (FORS) Gold Standard. The award of the Gold Standard reflects the City Corporation's extensive driver training programme, both for its own drivers and for contractors, as well as the progress in the City generally, in making vehicles safer for cyclists and pedestrians.

This report also sets out the City's RDR programme for 2014/15 and includes commentary on progress towards delivery of a 20mph speed limit within the City which is programmed for implementation in July of this year.

### **Recommendation - that Members:**

Note progress made to date in delivery of the City's Road Danger Reduction Plan.

## **Main Report**

### **Background**

1. The current RDR Plan was agreed by the Planning and Transportation Committee in January 2013. The plan sets out a range of measures designed to help reduce casualties in the City and achieve the targets set out in our approved Local Implementation Plan (LIP). These targets require the City to reduce the number of killed or seriously injured (KSI) by 50%, and to reduce all casualties by 30% by 2020, compared to the 2004-2008 baseline figure. In practice this means we have to reduce KSIs to 24.7 and other casualties to 258 per annum over a three year annual average.
2. The RDR Plan was agreed against a backdrop of a steady increase in casualties over the previous 3 years with some 423 casualties in 2012 including 57 KSIs. The plan sought to strengthen coordination of the work of those agencies whose work impacts upon the safety of the City's streets and in so doing deliver an effective and efficient programme of activities.
3. Road Danger Reduction benefits all on-street activity and all street-based modes of transport. All actions, building to a safer environment for cycling, walking and other vulnerable modes of transport in the City, are either delivered directly through the RDR plan, or through complementary projects and programmes.

### **Key Successes 2013 to date**

#### **Road Danger Reduction Partnership**

4. The Road Danger Reduction Partnership including TfL, the City of London Police, GLA Public Health and the City of London Directorate of the Built Environment, has been established and is working together to integrate policies and programmes to reduce on-street casualties.

#### **20 MPH Speed Limit**

5. A 20 mph speed limit proposal for the City has been approved by the Court of Common Council and is expected to be in place by summer 2014. Progress is being made through consultation on the Traffic Management Order (published 28<sup>th</sup> January), design of the scheme, and working with stakeholders (including the CoL Police and TfL) to implement. Consultation responses will be received and any objections will be reported to Planning and Transportation Committee in spring 2014 ahead of implementation. Proposals for the scheme have been agreed with key partners including adjoining boroughs and Transport for London. Boundary roads have been agreed to be 20 mph except for the City of Westminster where the boundary roads will persist as 30 mph. TfL has agreed to make the Bishopsgate and Farringdon Street corridors 20 mph on a trial basis.

### **Safety Assessments**

6. The City's Road Safety team have top sliced approximately 20% of their time resource and commenced assessing the safety of street corridors favoured by cyclists and other streets where road danger is elevated above average. Following assessment, action plans have been agreed and are being programmed for delivery. Furthermore the team is delivering safety training for Highways and Sites Inspectors with a particular emphasis on reducing dangers associated with street works.

### **Education, Training and Publicity:**

7. ETP continues as the key to the CoL road safety strategy. Following roll-out of the award-winning Happy Feet pedestrian safety campaign for children, the City continues to target its road safety resource towards vulnerable groups and to base its activities on the best available intelligence and advice.

### **Engineering Improvements**

8. These have remained a high priority, with a £3.5m programme to redesign Holborn Circus due to complete in April this year. Also, a £15m programme of works is scheduled to commence on site in July this year to remove the problematic Aldgate Gyratory system and create a new public space. The review of the Bank surface level junction has commenced, to improve safety and efficiency. A number of smaller safety related schemes have also been delivered such as new courtesy crossings and contra-flow cycling schemes.

### **Fleet Operators Recognition Scheme (FORS)**

9. The City remains the only gold standard local authority within the Fleet Operator Recognition Scheme (FORS). We are delivering Safer Urban Driver training to staff and contractors as well as working with contractors to improve the safety of their vehicles with measures such as: audible left turn warning equipment (this equipment alerts cyclists, pedestrians and other road users that the vehicle is turning left), 360° cameras (these cameras give the driver all round vision in the vehicle including visibility of 'blind spots'), left hand side sensors (alerts the driver to any movement down the left side of the vehicle), large goods vehicle side guards (they can protect cyclists and pedestrians from being swept underneath the vehicle), cyclist risk awareness signage on the rear of the vehicle (this raises awareness that the vehicle may turn left), and Class VI front mirror (giving the view to the low front of vehicle, removing driver blind spot). Class VI mirrors are mandatory.

### **Political Engagements with TfL**

10. It has been agreed that an annual meeting with the Deputy Mayor for Transport will include Road Danger Reduction as an agenda item. The first of these meetings has been set for autumn 2014.

### **2013 Road Safety Data**

11. Confirmed casualty statistics for 2013 are available for the 9 month period January-September. These can be compared to a similar period in previous years.

## **2013 Preliminary results**

<b>Jan-Sept only</b>	<b>Killed and Seriously Injured</b>	<b>Slight</b>	<b>Total</b>
2010	30	252	282
2011	36	258	294
2012	42	288	330
2013	39	207	246

12. It is of course too early to draw any trends from last year's data although doubtless the delivery of the programme to date and 20 mph in particular has done much to raise people's awareness of road danger. What can be said, however, is that in the last 9 months there has been a slight but encouraging reduction in casualties in the City, with 39 KSI's and 207 slight casualties. If this level of reduction were to be sustained, the 2020 target could be exceeded. Therefore, even though no conclusion can be drawn from 2013 statistics, it does demonstrate that there is the capacity to achieve the targets set out in paragraph 1 above, albeit with the need for continued effort and investment in RDR measures and initiatives.
13. Looking more widely than the City, Members will be aware that there was a cluster of serious injuries and fatalities in London in the final quarter of 2013 and for the London area there have been a total of 14 cycling fatalities in 2013. These fatalities continue to place road danger reduction high on the London-wide political agenda and demonstrate the need for a continued focus upon delivery of road danger reduction measures.
14. The 2013 comprehensive casualty data for the City will be available later in the year. A report on the analysis and inference from the 2013 casualty data, and comparison with previous years, will be presented in September. Officers continue to work to identify casualty trends. Data-sets are being reviewed and it is planned to engage a research institute to support this analysis. Our intention is to better shape our intervention programmes based upon the evidence that can be derived from analysis and similarly to increase our focus upon the evaluation of programme elements to ensure we become increasingly effective in our interventions.
15. Given the uncertainties and difficulties of correlating the origins of risk from road danger to effected parties, the City is promoting a strong partnership ethos between stakeholders. Evidence is available from a range of businesses and activities that 'collaboration and joint working' (partnership) is very likely to give good results. This reinforces the importance of the coordinated approach we are now adopting through our RDR Partnership.

## **Look Forward to 2014/15**

16. Appendix 1 is a summary of programme tasks, actions and plans for the approved CoL Road Danger Reduction Programme. Within this there are a number of specific initiatives that should be emphasised.

### **Pedestrian Model**

17. A pedestrian model of the City is in development. The intention is to better understand pedestrian movement and how this will be impacted by future developments such as Cross Rail etc. This information will be used to enhance pedestrian safety by improved street design. The model also will allow proposals for new traffic schemes and developments to be appraised and available space optimised for pedestrian safety. The base model is to be operational and testing commenced by March 2015.

### **Freight Strategy**

18. P&T Committee (Sept 2013) agreed to work towards the adoption of a City Freight Strategy with the objective of collaborating with City businesses to manage deliveries and freight activities to reduce the impact of heavy vehicles on the street City's streets during the commute period/high traffic times. It is intended to work with TfL and local businesses to initiate and test the effectiveness of a number of pilot projects, such as consolidation centres and timed delivery zones, over the next two years in order to feed into the development of the strategy which is expected to be drafted by March 2016.

### **The City-wide 20mph limit**

19. The limit is to be installed and operational by July 2014. It is conservatively estimated that this will lead to a 7% reduction in casualties. Negotiations have now been had with all neighbouring boroughs and in all cases other than the City of Westminster agreement has been reached that shared boundary roads will be 20 mph. Indeed, the majority of the London boroughs that adjoin the City are already subject to 20 mph speed limits. Where there are areas near to the City that have a higher speed limit there are (with the exception of the City of Westminster) detailed plans in place to lower the speed limit to 20 mph in roughly the same timescale as the City's proposals, e.g., the London Borough of Southwark, which is to make all streets under its control 20 mph in the next six months.

### **Major infrastructure investment**

20. Designing out road danger within our highway network remains a crucial element of our road danger reduction plan. In 2014/15 we will see progress in relation to several major initiatives. Holborn Circus will be completed delivering improvement to what has historically been one of the worst accident hot spots in the City. Work will commence in July on the removal of the Aldgate gyratory scheme and officers will be developing options for the improvement of another accident hot spot, Bank Junction. All of this work will bring benefit for the reduction of road danger.

### **Education, Training and Publicity**

21. Appendix 2 is a summary of the Road Safety programme proposed to be delivered through joint working of the City of London Police and the DBE Road Safety Team. This programme is assembled and managed through the cooperative working of these organisations and as required through Task 3 of the RDR programme.

## Corporate & Strategic Implications

22. 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.
23. 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'.
24. 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'.
25. The Road Danger Reduction Plan is key to one of the seven programmes in the approved LIP 2011. It will serve, 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".
26. There is no significant negative impact on any of the City's equality target groups.

## Conclusions

- It is too early to draw any trends from last year's preliminary collision data. In the 9 months to September 2013 there was an encouraging reduction in casualties in the City. However, even though no conclusion can be drawn, this does demonstrate that there is capacity to achieve the targets set out in paragraph 1 above, albeit with the need for continued effort and investment in RDR measures and initiatives.
- The Road Danger Reduction Partnership is sharing intelligence, learning from effective practice and integrating programmes and resources. The Partnership brings together the skills and management necessary to support the programme and it has enabled improved sharing of intelligence and joint development of road danger reduction strategies.
- More needs to be done to understand the detail behind the cause of accidents to enable more effective intervention strategies. This research along with an increased focus upon evaluation of campaigns and other programmes remains essential if we are to continue to improve the efficacy and efficiency of our road danger reduction work.

## Background Papers:

25<sup>th</sup> June 2013 "Road Danger Reduction Plan 2013 - Progress Report"

### Philip Everett

Director of the Built Environment T: 020 7332 3229

## Appendix 1 - Road Danger Reduction Programme - Update Schedule

	Action	Expected outcome	Timeframe
	<b>Short term (to December 2014)</b>		
1.	<p><b>Refocus Road Safety team to conduct safety monitoring of streets within the City to identify danger hotspots and possible remedial measures.</b></p> <p><b>Delivery Update</b> – 3 reviews have been undertaken to date at Fleet St, West Smithfield, Cannon St with the next planned in Charterhouse St, to be undertaken by mid-February. 20% of the Road Safety resource previously used for Education Training and Promotion has been allocated to Highway Safety Reviews. Implementation of remedial actions commenced in January 2014. Each matter raised is being tracked through to resolution. Mid-2014 RDR update will report back.</p> <p><b>Funding</b> – This change is being delivered by redeploying existing staff at no additional cost. Works costs identified are utilising LIP and Local Risk funding.</p>	Safer streets	April 2013 onwards (Progressing – 3 surveys complete)
2.	<p><b>Investigate 20 mph speed limit/zone</b></p> <p><b>Delivery Update</b> – Investigation complete May 2013. Report finalised to P&amp;T cttee and then Court 12<sup>th</sup> September 2013.</p> <p><b>Funding</b> – none required</p>	Safer streets and people	Complete
3.	<p><b>Implement 20 mph speed limit/zone (depends upon the outcome of 2 above)</b></p> <p><b>Delivery Update</b> – TfL has given acceptance of the proposals with the exception of Upper and Lower Thames Streets and the Tower gyratory. The Traffic Order has been published for consultation on 28<sup>th</sup> January.</p> <p>Delivery of the scheme is currently planned for summer 2014. Go live date to be confirmed.</p> <p><b>Funding</b> – £200K included in LIP / Local Risk funding for 2014 -15.</p>	Safer streets and people	Dec 2014  (on - schedule)
4.	<p><b>More focused and evidence based enforcement/ETP activity, with a strong emphasis on cyclists, those on foot and motorcyclists. To include a cost benefit analysis based upon the promotion of safer cycling in Cheapside.</b></p> <p><b>Delivery Update</b> – Surveys and accident statistics from Cheapside</p>	Safer people	

	<p>indicate that the highway is safer now than before these works. The road is narrower and this encourages better behaviours and greater attention to safety. Corporate Gateway 7 report scheduled for the Spring/ Summer 2014.</p> <p>The Road Safety Team and City Police are jointly reviewing the existing programme of Enforcement and ETP activity to develop a revised evidence-based programme with a strong emphasis on the safety of cyclists, pedestrians and motorcyclists. This work is now planned to commence through the Partnership meetings in early 2014 to address the detailed of an integrated 2014/15 programme.</p> <p><b>Funding</b> – The cost of the Cheapside monitoring (totalling £40K) is met from the approved Cheapside capital project and on-street parking reserve.</p> <p>The review of the enforcement/ETP programme will be undertaken within existing staff resources in the Road Safety Team and City Police. Implementation of the revised integrated programmes will also be met from within existing resources.</p>		January 2014 onwards
5.	<p><b>Investigation and development of measures for implementation in the medium and longer term, including better data collection and analysis, development of a pedestrian model and commencement of a programme of street auditing looking first at junctions with high casualty rates and at least one key cycle route across the City.</b></p> <p><b>Delivery Update</b> – The City and City Police are reviewing the casualty data collected by the Police with a view to improving information on causation factors including collecting speed data when over 20 mph.</p> <p>An initial assessment will be completed by the City and the City Police by March 2014.</p> <p>Data is limited, as killed and seriously injured events are limited to about 40-50 per year. An application has been made to the O2 Local Government Digital Fund for a camera system to capture data of near miss incidents that would not otherwise routinely be reported.</p> <p>Additionally a project proposal for data analysis and programme outcome assurance will be advanced. CoL is seeking an agreement with a major London University or similar research institute to determine the causes of incidents and collisions and seek advice on the origin of on-street danger. This 'causation inference modelling' is to give guidance on possible interventions for resolution and mitigation of the danger. CoL is also seeking advice on programme outcome assurance.</p> <p>A database of cycle counts across the City and collision data involving cyclists has been collated. Application has been made through TfL's Borough Cycling Programme for funds to carry out screen-line counts for cycling numbers. A rigorous and detailed survey is planned for late - summer 2014 subject to funding being made available from TfL.</p> <p>A pedestrian model is proposed to be built for the City. Initial assessment of the scope of the model is complete. Appraisal of the</p>	Safer streets	March 2014



	<p>pre-qualification questionnaire is to be completed for early 2014. A detailed scoping of the scale of the network to be modelled is underway. The business case for the model is kept under review, subject to affordability.</p> <p><b>Funding</b> – The Pedestrian Model is to be funded through the TfL LIP allocation.</p>		
6.	<p><b>Implement approved engineering measures; both large and small – e.g. Holborn Circus, 2-way cycling, advance cycle stop lines.</b></p> <p><b>Delivery Plan</b> – The following safety-related measures are due for implementation prior to December 2014:</p> <ul style="list-style-type: none"> <li>• 2 way cycling in 18 streets (£100k): <i>Completed 2012/13</i></li> <li>• Further 2 way cycling in 12 streets (£125k): <i>8 completed. 20 being consulted. Additional 12 minimum to be completed by March 2014</i></li> <li>• Advance cycle stop lines at 8 junctions (£16k): <i>Completed 2012/13. ASL's also included in Wood Street/London Wall scheme</i></li> <li>• Cycle permeability schemes at 6 to 12 locations (£50k): <i>3 locations suitable. Beech St/Golden Lane; Beech St/ Gresham St; and Wood St/ London Wall subject to TfL scheme all by the end of March 2014</i></li> <li>• Informal pedestrian crossings at 3 locations (£56k): <i>3 locations to be delivered by March 2014. These are Wood Street Gresham St; Fenchurch Street at Plantation Place; and Goswell Rd/ Fann St all by the end of March 2014</i></li> <li>• Gresham Street/St Martins le Grand highway changes (£160k): <i>Completed</i></li> <li>• 5 Broadgate highway changes (£1m): <i>Delivery in summer 2014 for the Road Danger Reduction element (S.106) s.t. British Land Programme</i></li> <li>• Holborn Circus junction enhancement (£3.25m) <i>Under construction, to be completed on-site by Mar 2014</i></li> <li>• Milton Court highway changes (£1.6m): <i>Completed</i></li> <li>• Stonecutter Street closure (£100k): <i>Completed. Temporarily used as diversionary route for Holborn Circus</i></li> <li>• Commencement of the works for the removal of the Aldgate Gyratory system. July 2014</li> <li>• Commencement of option development for the improvement of Bank Junction. January 2014 and ongoing</li> </ul> <p><b>Funding</b> – The advance cycle stop lines funded from the City's local risk budget. The other measures are funded by TfL and</p>	Safer streets	Dec 2014 and see task completions in update

	developer contributions.		
7.	<p><b>Review management of road works, temporary reinstatements and construction sites, including road safety elements of the Considerate Contractors scheme; to deliver better safety outcomes.</b></p> <p><b>Delivery Plan –</b></p> <p>A review of the management of streetworks including inspections, staff training has been undertaken. Proposal is to increase training of Highways and Sites inspectors. Revised training in scoping and to be rolled-out in March 2014.</p> <ol style="list-style-type: none"> <li>1) The Guidance Notes for Activities on the Public Highway, which includes scaffolds and hoardings for building sites, is to be reviewed. Initial scoping with stakeholders completed, re-write due by end of March 2014 for roll-out.</li> <li>2) The Considerate Contractors Scheme (CCS) is to be reviewed to emphasise the road safety requirements. Now anticipated for completion - April 2014.</li> </ol> <p><b>Funding –</b> The review of streetworks' management, the Guidance Notes and the CCS will be funded from Highways local risk budget.</p> <p><b>Additional Delivery:</b> Approximately 90% of sites are estimated to be registered into the CCS. Utilities are all registered under CCSS except for BT Openreach. (Approached recently to review their position).</p>	Safer streets	<p>April 2014</p> <p>March 2014</p> <p>April 2014</p>
8	<p><b>Review the safety aspects of the operations and contracts undertaken using vehicles within the City, ensuring that all drivers are trained in relation to cycle safety and the fleet is fitted with appropriate safety measures such as reverse cameras, audible warning, and 'Fresnel' mirrors.</b></p> <p><b>Delivery Plan –</b></p> <ol style="list-style-type: none"> <li>1) The driver training programme Safer Urban driving has been delivered to 200 members of staff and contractors' personnel.</li> <li>2) A programme of fitting safety equipment to all CoL and contractors' vehicles was due for completion by July 2013 and this has been done.</li> </ol> <p><b>Funding –</b> Driver training was funded from the Built Environment local risk budget (£15K) and a contribution from TfL (£4k). The cost of fitting existing vehicles with safety equipment is being met from the TfL funded Road Danger Reduction budget for 2012/13 (£13k). Contractors continue to upgrade existing vehicles and specify sensors and mirrors for new and existing plant in accordance with the Construction Logistics Cycle Standard – works related road risk. (Dec 2013)</p>	Safer people	<p>Initially complete and continuing</p>

	<p><b>Additional Delivery</b> - The City continues to be the only authority to be Freight Operators Recognition Scheme (FORS) Gold compliant under this Transport for London scheme. In 2013, the requirement for FORS compliance has been added to the Parking Enforcement contract.</p> <p>Work is being initiated to assess the number of large vehicles operating in the city, and the extent of FORS and CCS registration and compliance.</p> <p>The London Mayor is consulting on the enforcement of fitting safety side bars and mirrors to large vehicles.</p>		
9.	<p><b>Engagement with TfL to secure improvements on the TLRN and to lobby for the optimisation of signal timings to improve road safety.</b></p> <p><b>Delivery Plan</b> – A City-wide Road Danger Reduction Partnership has been established including representatives of the City, the City of London Police and TfL and meets on a quarterly basis commencing in June 2013.</p> <p>Additional sites are being considered for introducing pedestrian count-down timers and cycle only advanced greens (as already in use in Brighton), subject to emerging guidance from TfL.</p> <p><b>Funding</b> – The cost of organising the Road Danger Reduction Partnership is low and any incidental costs are met from the City Transportation local risk budget for 2013/14 and 2014/15.</p>	Safer streets	Commenced June 2013 and continues quarterly
10.	<p><b>Hold annual Member-level City Road Danger Reduction meeting with TfL.</b></p> <p><b>Delivery Plan</b> – The first annual Member-level meeting with representatives of the GLA/TfL is now planned for mid-year 2014.</p> <p><b>Funding</b> – The cost of organising and hosting the meeting will be met from the City Transportation local risk budget for 2014/15.</p>		Summer 2014. To be arranged
11.	<p><b>Strengthen work with the City Police at an operational and strategic management level.</b></p> <p><b>Covered through items 4 and 9 above.</b></p>		

## Appendix 2

### Education, Training and Publicity Programme Department of the Built Environment – in partnership with City of London Police

January 2014 – December 2014

Notes:

1. DBERST is Director of Built Environment Road Safety Team
2. CoL Police is the City of London Police – various divisions and teams
3. Lead may be joint between the Road Safety Team and Police and mutually supportive
4. Some activities are delivered by Police under 'business as usual', then a campaign when intelligence indicates requirement. For example cycle lights enforcement in October and November each year
5. TISPOL is the European Traffic Police Network
6. ACPO is the association of Chief Police Officers (UK)

### Generic Monthly Schedule

Activity	Period	Lead	Stakeholder/ Location
Operation Atrium	Each month. Typically educate/promote for 2 weeks beforehand	CoL Police	DBERST
Exchanging Places	2 each month	CoL Police	London Fire brigade, DBERST
Highways Monitoring	Through each month	DBERST	Actions by CoL, DBE and Police
National TISPOL and ACPO Campaigns  Detail below -	Through the year. Eg: seatbelt, speeding, Carriage of Dangerous Goods, HGV Ops, Coach & tourist ops, summer & winter drink drive campaigns.	CoL Police and some by DBERST	
Safety Audits	TBA – most weeks, varies	DBERST	
Business Exhibitions	TBA – typically each month	DBERST	

### Medium Term Activities

Activity	Period	Lead	Stakeholder/ Location
City Cycle Forum – user group meeting	Jan, then TBA	DBE	User Groups meet CoL, CoL Police
Safer City Partnership meeting	Feb and to follow	DBE and CoLPolice	
Capital City Cycle Safe Campaign	Each month – complements Operation Atrium inc cycle and vehicle driver behaviour	CoL Police	DBERST
Bikability Cycle Training for children and adults	All year	DBERST	
Tourist Cycle and Pedestrian Campaign. Includes Op Coachman and Op Tourist	Ongoing HGV checking complemented by Mar, Jul for Coachman and Tourist resp.	CoL Police	DBERST
Operation Mermaid (condition and hours worked compliance)	Feb, Mar, May, Jul, Oct	CoL Police	
Operation Giant (licencing and insurance compliance )	Each month - 3 per month	CoL Police	
Bike Safe – bike registering	Aug (tbc)	CoL Police	
Bus and Trucks - TISPOL	Feb, Jul, Oct	CoL Police	
Speed Campaign – TISPOL	Apr and Aug	CoL Police	
Seatbelts - TISPOL	Mar and Sep	CoL Police	
Drink/Drug drive ACPO and TISPOL	ACPO-Jun (through month), Dec (through month). TISPOL-Jun (1week) and Dec (1 week)	CoL Police	
Carrying Dangerous Goods – ACPO campaign	Feb, Apr, Sep, Nov	CoL Police	
'Happy Feet' Pedestrian Training	Jan (4days), Feb (8days)	DBERST	Sir John Cass, Charterhouse Square, St Pauls School
Highways/ Streetworks training	Feb (Pilot), then TBA	DBERST	
Bus Backs campaign	Aug	DBERST	
Railway Station Pedestrian Campaign	Oct (through month), Dec (through month)	DBERST	CoL Police support on occasions

## Short-Term

Name	Date		Stakeholder/Location
'High Vis' Ped and Cyclist Campaign	Jan (5 days) - Done	CoL Police	
Charterhouse Square Schools Safety Meeting	Jan (one off) - Done	DBERST	
'City Citizen' Pedestrian Training. Year 3 Children	Jan (one off) – Done, future dates tbc	DBERST	Sir John Cass School
'City Citizen' Key Stage 3 Pedestrian Training – older audience	April, May,	DBERST	CoL Police
Exchanging Places Heading Home	14 <sup>th</sup> January (one-off)	CoL Police	DBERST
National Women's Day	Mar	DBERST	CoL Police
London Marathon	Apr	DBERST	CoL Police
Adult Learners Fayre	May	DBERST	
Hampstead Heath safety day	May, Oct	DBERST	Hampstead Heath Users
Barbican Residents Safer Cycle Sunday	June	DBERST	CoL Police
National Bike Week	June	DBERST	CoL Police
CAPT Child Safety Week	June	DBERST	CoL Police
Cycle Hire Safety	Jun, Aug	DBERST	
Children's Safety Day (Wood Street)	Jun	DBERST	CoL Police
St Paul's Summer Fete	Jul	Led by City of Westminster	CoL Police, LFB
Be Safe Week	Aug	DBERST	London Transport Museum, TfL
Bus Backs Campaign	Aug	DBERST	
Prudential Ride London	Aug	DBERST	CoL Police
Back to School Pedestrian Campaign	Sept (two weeks)	DBERST	CoL Police
City Life Family Festival	Sept	DBERST	CoL Police
Lord Mayor's Show	Nov (one day)	DBERST	CoL Police
Car Cutting Safe Driving Event – in Atrium or similar	Nov (typically)	LFB	CoL Police, DBERST
BRAKE (Road Safety week)	Nov	DBERST	CoL Police