

<b>Committee(s):</b>	<b>Date(s):</b>
Police Committee	1 December 2015
<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
<p style="text-align: center;"><b>Summary</b></p> <p>This report is to update members of Police Committee on progress made in relation to the City of London Corporation's Road Danger Reduction Plan (RDR Plan).</p> <p>Delivered via the Road Danger Reduction Partnership, the RDR Plan continues to include a challenging programme of activities aimed at making our streets safer and achieving our stated Local Implementation Plan (LIP) 2020 casualty reduction targets. Indeed, following the fatality at Bank Junction, it is recommended that a further report exploring interim measures for this junction be brought back to this Committee around February of 2016.</p> <p>This report comments on a number of significant interventions and activities that have been undertaken over the last year by the City Corporation and City Police together with partners.</p> <p>In the 12 months August 2014 to July 2015 there was an increase in overall casualties, 345 to 390; of this, there was a reduction in the more serious category, KSI casualties, from 60 to 55. The increase was experienced in the slight casualties' category, from 285 to 335 in the City. Average Speeds have reduced by 1.5mph following the introduction of the 20mph speed limit. It is, of course, too early to draw any trends or conclusions from last year's data although doubtless the delivery of the programme to date has done much to raise people's awareness of road danger.</p> <p>The figures demonstrate that there is a need for continued effort and investment in road danger reduction measures and initiatives if we are to achieve the targets set out in paragraph 1 of the main report.</p> <p><b>Recommendation - that Members:</b></p> <ul style="list-style-type: none"> <li>• Note progress made to date in the delivery of the Road Danger Reduction Plan and the programme for 2015/16.</li> <li>• Agree that a further report exploring interim measures be brought back to this Committee (s) specifically targeted at Bank Junction in early 2016.</li> </ul>	

## **Main Report**

### **Background**

1. The first Road Danger Reduction (RDR) Plan was developed, produced and agreed by the Planning and Transportation Committee in January 2013. The

Plan is reviewed and updated annually. The Plan sets out a range of measures which are designed to contribute to the reduction of casualties in the City, to achieve the targets set out in our approved Local Implementation Plan (LIP) and to compliment the Mayor of London's Road Safety Action Plan. These targets require the City to reduce the number of Killed or Seriously Injured (KSI) casualties by 50%, and to reduce all casualties by 30% by 2020, compared against the 2004-2008 baseline figures. In practice this means we have to reduce KSI's to 25 and other casualties to 258 per annum measured over a rolling three year annual average.

2. The RDR Plan was agreed and has been developed against a backdrop of a steady increase in casualties over the previous 3 years to 2013 with some 423 casualties in 2012 including 57 KSIs.
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 partnership's RDR Plan, or through complementary projects and programmes.

#### Road Danger Reduction Partnership (RDRP)

4. The Road Danger Reduction Partnership is now established and comprises of representatives from; Transport for London (TfL), the City of London Police, GLA Public Health, London Fire Brigade (LFB) and the City of London Corporation's Department of the Built Environment.

#### The Road Danger Reduction Plan.

5. The Road Danger Reduction Plan has a programme developed by the partnership which currently consists of 12 core tasks covering; intelligence, infrastructure and behaviour change. All make a contribution to the reduction of danger to vulnerable road users. The Plan for 2015/16 can be found in appendix 1. It has been acknowledged that the activities to date have not made the anticipated reductions in casualties and so Officers are looking at and planning more radical interventions.
6. Road danger and reducing casualties has now been adopted more widely across the Corporation and has been identified as a 'special interest area' within the work programme of the Police Committee, allocating a Member of the committee to take lead responsibility for the oversight of progress made by the partnership. The City's Safer City Partnership (SCP) has also made Road Safety one of the seven partnership priorities. Road Danger Reduction has also been included within the City of London Policing Plan as a priority to support the City Corporation in reducing casualties.
7. Below are some notable activities which have been delivered through the RDRP over the last 12 to 18 months:

## 20 MPH Speed Limit

8. A 20 mph speed limit was implemented on 20th July 2014. As a result the measured average speeds are now 1.5mph lower than they were before the implementation of the 20mph speed limit. This is greater than the 1mph forecasted by the DfT guidelines.
9. The City of London Police have been key to the success of the reductions, the CoLP undertook a “stop and advise” campaign initially and started regular enforcement in October 2014. The table below shows the results of this work.
10. Low end speeders are dealt with by Traffic Offence Report (Speed Awareness Course); mid-range offenders are issued Endorsable Fixed Penalty Notice's (EFPN) and top end offenders are summonsed to court. For your reference below here are the speed ranges:
  - TOR - A Traffic Offence Report is issued for 24mph – 31 mph
  - EFPN - Endorsable Fixed Penalty Notice is issued for - 32mph – 35mph
  - Summons is issued for - 36mph +

Speed Data for Oct-Jan	Speed Data for Feb – May	Speed Data for Jun – Sept
TOR 125 = 50% EFPN 92 = 37% Summons 32 = 13% Total = 159	TOR 203 = 70% EFPN 58 = 20% Summons 27 = 10% Total = 288	TOR 161 = 71% EFPN 28 = 12% Summons 37 = 16% Total = 226
<p>The results suggest that enforcement/ education may be assisting in reducing the average speed as a larger number of offenders are travelling at a lower speed.</p> <p>NB: This data only relates to hand held enforcement not the static camera sites.</p> <p><u>Explanation of being offered a TOR</u></p> <p>Speed Awareness course, assuming they haven't done one in the preceding three years. If an offender has, then they will be given a conditional offer of 3 pts and £100 fine or go to court.</p>		

11. City Police, Commercial Vehicle Unit (CVU) have been regularly working with partners in TfL and the Driver Vehicle Standards Agency (DVSA) creating safe operating stop sites where they can inspect large goods vehicles. The results have been impressive. From April to October the team have stopped 918 vehicles, Where 1,036 offences were committed and fines have totalled £43,000 from 480 FPN's. There were 179 prohibition notices issued for either vehicle or driver breaches. A breakdown of this can be found in appendix 2. In relation to the enforcement of the 7.5 t restriction City Police are working with City Corporation Officers to develop an end to end process to enforce the restriction, 102 vehicles have been stopped to date with 10 being referred to the City Corporation for FPN enforcement.

## Road Safety Team - Street Safety Assessments

12. The City Corporation's Road Safety team have a programme in place now to assess the safety of street corridors favoured by cyclists and other streets where road danger is elevated above average due to the number of incidents or collisions. Following assessments at Charterhouse Square and Eastcheap, action plans were agreed and programmed for delivery by the relevant service areas and the associated remedial works completed. More recently, London Wall, Moorgate to Bishopsgate section, have been audited, an action plan produced and remedial work completed. Cannon Street/ Dowgate junction and Gresham Street are currently being assessed.
13. In extending these principles of safety audits the team is delivering safety training for Highways and Site Inspectors with a particular emphasis on reducing dangers associated with street works.
14. The Considerate Contractors Scheme (CCS) Annual Awards have also been reviewed and now have an additional award for Road Danger Reduction: This involves site visits by the Road Danger Reduction Road Safety Officer and the Highways Management Officer to assess each site against safety standards and promoting the TfL's Construction Logistics and Cycling Safety (CLOCS) Standard. The findings from the site visits were used in addition to a submission from the construction sites to select the first winner for this category in May 2015.

## Education, Training and Publicity

15. Education, Training and Publicity (ETP) continues as the key to the City Corporation's 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.
16. The Road Safety Team have continued to work in partnership with the City of London Police, Safer Transport Operation Team, supporting their enforcement campaigns with education and publicity which include; Operation Atrium, Exchanging Places, Vulnerable Road Users, Speed and Careless Driving. The Road Safety Officers have visited a number of businesses joining forces with the City of London Corporation's Drug and Alcohol Team raising awareness of the dangers their staff may face whilst using the City's streets.
17. The City's Road Safety team have worked closely with the Aldgate Project as part of their community engagement activities to put on a Road Safety Day at Sir John Cass Foundation School ( March 2015). The purpose of the day was to provide the children with information on road and construction site safety. This was particularly relevant due to the project's extensive construction work being carried out directly outside the school raising their awareness of the possible dangers nearby and hopefully preventing any accidents involving the children.

18. The day involved all 240 pupils at the school taking part in activities for site and road safety, which included hauliers; McGee and Keltbray, providing tipper trucks for a mini exchanging places, Riney and Speedy supplied site equipment including a JCB, Dr.Bike provided free cycle maintenance, Mercedes supplied a Smart Car for the event, the CoLP Safer Transport operations Team carried out cycle security marking. The CoLP Community and Cycle Teams offered their services throughout the day and in general the day was a huge success.
19. In addition Ivor Goodsite the CCS mascot (Appendix 3) was busy during the event promoting the safety message to the children, he concluded the day by handing goody bags which included a hi-vis vest to further re-inforce the stay safe message.
20. A similar event was also held at the City of London School for Girls in June 2015 during National Bike Week.
21. The CoLC held a successful Road Danger Reduction Day at the Guildhall in June; the opportunity was taken to promote the work that is being done. The day included showcasing the latest safety equipment and technology on a number of vehicles in the Guildhall Yard, there was a number of stands to promote safer cycling. Guest speakers from our partners and other agencies spoke at the conference which was generally well received.
22. One of the City's vehicles took part in the Cart Marking event in July; the latest edition to Riney's fleet, the low entry High Vision Mercedes Econic Tipper was showcased in the parade and the Road Safety Team promoted CLOCS from the glass ambulatory.
23. Officers launched a Women's Cycling Network in September 2015. This network sought to promote cycling as a specific health and wellbeing initiative as well as also focusing on promoting safer cycling.

#### Engineering Improvements

24. These have remained a high priority, as mentioned above a £15m programme of works is being delivered this year which include the first years costs in removing the problematic Aldgate Gyratory system and to create a new public space. Additionally, based on numbers of reported collisions or casualties, a number of smaller safety related schemes have also been delivered such as new courtesy crossings and contra-flow cycling schemes to assist in the reduction of collisions or casualties.

#### Courtesy Crossing installations

25. Three courtesy crossing have been installed at; Garlick Hill/ Cannon Street, Bride Street/ Fleet Street and Great Swan Alley/ Moorgate. There will be a study undertaken in 2015/2016 to analyse traffic behaviour towards pedestrians with a report being produced in early 2016 seeking to assess the

value of courtesy crossings and how they contribute to reducing collisions or casualties.

### Cycling Schemes.

26. Eight new 2 way cycle permeability schemes have been introduced in the City over the last year; these were at, Queen Victoria Street, Bury Street, Coleman Street, Pilgrim Street, Rood Lane, St Mary Axe, Chancery Lane and Little Britain. We have made 78 of our one-way streets available for cyclist to use in any direction.

### Bank Junction

27. The Bank Area Strategy, agreed in December 2013, recognised that the junction needed to be improved to benefit all modes of travel.

28. The City now has a live project to improve the junction at Bank. The project was initiated and approved by Members in December 2013 and is proceeding to programme. There are four clear objectives set for the Bank Project. These are:

- To reduce casualties by simplifying the junction and reducing conflict.
- To reduce pedestrian crowding on the footways
- To improve air quality; and finally
- To improve the perception of place.

29. The other projects from the Bank Area Strategy that we have already initiated/implemented are as follows:

- Bank by-pass walking routes: A project to improve walking routes for pedestrians away from the busy streets and junctions. Streets include:
  - i. Birchin Lane (under construction),
  - ii. Austin Friars (under construction),
  - iii. Change Alley: Improved accessibility for wheelchair users and improved connection to walking network (completed March 2015)
  - iv. Finch Lane, Nicholas Lane and Abchurch Lane (approved, funding and programme TBC)
- Bloomberg project: Designs have been developed with a working group of local representatives which includes improvements to the junctions and streets surrounding the new development. A Gateway 3 /4 report is planned for the autumn 2015.
- Bank Courts and Lanes: Designs have been developed for various improvements. To be consulted on later this year.

30. We know that developing and then constructing schemes that deliver significant change take time. We have the recent experience of Cheapside, Holborn Circus and now Aldgate to draw on. The current programme for Bank envisages construction starting in late 2018, in three years' time although we are working with TfL to see if this can be accelerated.

31. Officers have looked at what measures could be brought forward to improve safety and have submitted proposals to Streets and Walkways 30<sup>th</sup> November Committee for consideration. The interim proposal will make Bank a safer place for all road users. During the working day people on foot, pedal cycle or bus will be able to cross the junction, all other vehicles will be able to drive along the approaches for access, but not drive through the junction.

Vehicle Safety, Fleet Operators Recognition Scheme (FORS) and Construction Logistics and Cycle Safety (CLOCS)

32. The City remains the only gold standard local authority within FORS and over the last twelve month we have been working closely with TfL to implement the CLOCS Standard and reduce WRRR (Work Related Road Risk) within the construction industry. The City has become a 'champion' for CLOCS and is looking to promote the standards across the organisation and our supply chain of contractors.
33. All the City Corporation vehicles which are serviced at Walbrook Wharf have been fitted with sidebars; rear view camera's and class V and VI mirrors where appropriate to improve safety and visibility. The City's fleet of vehicles are now fully compliant to the CLOCS standard and 60 drivers have carried out Safer Urban Driver Training (SUD) and 40 have carried out the Work Related Road Risk (WRRR) Training Course. We have also delivered Safer Urban Driver training to other City staff.
34. We have been working with our contractors to improve the safety of their vehicles, including: audible left turn warning equipment (this equipment alerts cyclists, pedestrians and other road users that the vehicle is turning left), 360<sup>0</sup> 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), on 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).
35. TfL have Match funded the Mercedes Econic Low Entry High vision Tipper/Crane vehicle that Riney will operate on the City Highways contract; this is due to be delivered around the end of the year, December 2015. The vehicle has been designed with Vulnerable road users in mind, the drivers low seating position and panoramic view offers a major advantage over more conventional trucks when driving through the City or navigating complex situations. Other features include full nearside glass doors that open inwards; this provides extra safety for pedestrians and cyclists that are passing by and gives the driver more vision where on conventional vehicles this would be the drivers' blind spot.

### Summary of Road Safety Data to 2014 (Calendar Years Jan – Dec)

Year	Killed and Seriously Injured	Slight	Total
2012	58	365	423
2013	60	285	345
2014	55	335	390

36. 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 12 months there has been an increase in total casualties, 345 to 390; within this, there was a small, but encouraging, reduction in KSI's casualties from 60 to 55, but, we saw an increase in slight casualties from 285 to 335 in the City. Therefore, even though conclusion can not necessarily be drawn from 2014 statistics, it does demonstrate that there is a need for the City to, as a minimum to continue its commitment to invest in reducing road danger and to promote and educate in relation to road safety.

### **Looking Forward**

37. It is planned that to further embed collaborative ways of working, the RDRP will be exploring what more that can be done to strengthen working arrangements between City Corporation and City Police. This will include developing better systems of work, data analysis and considerations of physical location/ co-location. Opportunities may also arise in the development of; joint operational plans, tasking and data collection. Appendix 1 is a summary of the 2015/16 Road Danger Reduction Programme. Below are some details of work planned in the programme:

#### Development of a Pedestrian Model

38. The management of pedestrians is becoming more important with the growing number of people predicted to come into the City and the continued increase in developments. Equally some pedestrian behaviour is becoming more problematic, with an increase in collision reports stating pedestrian inattention as a contributing factor. To gain a greater understanding of how we can address some of these issues the City is developing a pedestrian model. The intention is to better understand pedestrian movement and behaviour and how this will be impacted by future developments such as (Crossrail). This information will be used to enhance pedestrian safety by influencing the street design and provide evidence to prioritise our interventions. The model also will allow proposals for new traffic schemes and developments to be better appraised in terms of pedestrian impacts. The contract for this model has now been awarded with the supplier asked to develop and deliver a working model by the end of the 2015/16 financial year.



### Cycle Quiet Ways

39. Officers will be working to deliver two cycle quiet way routes; essentially a 'North-South' route and a smaller quiet way route in the north west of the City around Smithfield area as shown on the map in appendix 4. These routes have required significant negotiations to gain agreement. Outline options have been investigated and some revisions to the routes are being proposed. Gateway 3/4 report is envisaged to go to project sub-committee autumn 2015 and completion summer 2016.

### Freight Strategy

40. Work has commenced on the identification of options for managing deliveries and freight activities in collaboration with City businesses in order to reduce the impact of heavy vehicles on the City's streets during the commute period when pedestrian and cycle traffic is at its highest. Measures such as consolidation centres and timed delivery zones are being explored. The results of this work will feed into the development of a City Freight Strategy which is expected to be drafted by March 2016.

### The City-wide 20mph limit

41. 12 months ago on 20th July 2014 we introduced the 20 mph speed limit across the City. Both the City Police and Corporation officers are and will continue to work to educate and enforce this key safety initiative. We have real evidence that speeds have reduced and that month on month, the police see that the incidences of excessive speed are reducing.

### Major infrastructure investment

42. Designing out road danger within our highway network remains a crucial element of our road danger reduction Plan. In 2015/16 we will see progress in relation to several major initiatives. Work will continue to deliver the removal of the Aldgate gyratory scheme and officers will be developing options for the improvement of another accident hot spot, Bank Junction as outlined in paragraphs 24 -27. All of this work will bring benefit for the reduction of road danger.

### Education, Training, Enforcement and Publicity

43. Appendix 5 is a summary of the Road Safety programme proposed to be delivered through joint working of the City of London Police and the City's Road Safety Team. This programme is assembled and managed through the cooperative working of these organisations and as required through the RDR programme.

### Pedestrian Behaviour or Pedestrian Inattention

44. Pedestrian behaviour or inattention is something which is being recorded more frequently as a possible contributing factor in collisions or incidents. City

Police have delivered a number of specific operations in response to these reports. Building on this and to increase focus on this type of behaviour RDR Partnership is running a campaign consisting of a series of events throughout November which will focus on pedestrian inattention. CLOCS/Road Safety 'Oyster type' card holders with message inserts will be give out to pedestrians waiting to cross the road at either construction sites or outside mainline stations to help raise awareness of the issue.

45. The campaign will be focused during Road Safety Week (23rd- 29th Nov) and will have CoL Police Officer's and PCSO's and City Corporation Road Safety Officers outside various stations, see below;

Date	Location	Times
Nov 24 <sup>th</sup>	Bank station	08:00 – 10:00
Nov 25 <sup>th</sup>	St Paul's station	08:00 – 10:00
Nov 26 <sup>th</sup>	Cannon St station	08:00 – 10:00
Nov 27 <sup>th</sup>	Liverpool St station	08:00 – 10:00

46. Officers are currently planning further events to run as part of an on-going programme to constantly raise awareness across the pedestrian population of the dangers of using mobile phones, texting and using headphones.
47. A Commercial Vehicle Unit, within the City of London Police, has been set up funded by TfL and is now fully operational. Their main task is Large Goods Vehicle (LGV) Enforcement. As part of the RDRP the City will be working closely with Commercial Vehicle Unit, using intelligence to target those development sites within the City whose vehicles and drivers are failing to reach a satisfactory standard of safety, as part of the partnership we will co-ordinate with TfL and the Met Police who will be carrying similar activities in the neighbouring boroughs.

## Corporate & Strategic Implications

48. 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.
49. The City Together Strategy: The Heart of a World Class City 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'.
50. The Corporate Plan 2015 – 19 states: To provide modern, efficient and high quality local services, including policing, within the Square Mile for workers, residents and visitors
51. 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".

52. There is no significant negative impact on any of the City's equality target groups.

## **Conclusions**

53. It is, of course, too early to draw any trends from last year's data although doubtless the delivery of the programme to date has done much to raise people's awareness of road danger. What can be said, however, is that in the last 12 months there has been an increase in total casualties, + 45 - 345 to 390; of this, there was a small, but encouraging, reduction in the more serious end of the scale, KSI's casualties down 5 - 60 to 55, but, we saw an increase in slight casualties +50 - 285 to 335 in the City. Therefore, even though no conclusion can be drawn from 2014 statistics, it does demonstrate that there is a need for further, even more strenuous effort to reduce road danger in the City. Inevitably this necessitates consideration of more radical solutions to improve safety at high risk locations such as Bank Junction.
54. 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.
55. More needs to be done to understand the detail behind the cause of personal injury collisions 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.

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## Appendix 1

### Road Danger Reduction Programme - Updated Schedule

RDRP Ref.	Objective	Expected outcome	Timeframe
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>City of London Corporation Road Safety Team to produce a programme of Street Audit/ safety monitoring within the City, identify danger hotspots and recommend remedial measures.</p>	Safer streets	Annual Programme
2	<p><b>Investigate 20 mph speed limit/zone</b></p> <p>Completed - Introduced 20 mph July 2014</p>	Safer streets and people	July 2014
3	<p><b>Produce 20mph Outcome Report</b></p> <p>Introduction of 20 mph report</p>	Safer streets and people	31/10/2015
4	<p><b>More focused and evidence based enforcement/ETP activity, with a strong emphasis on cyclists, those on foot and motorcyclists.</b></p> <p>Road Danger Reduction Partnership will deliver a programme of enforcement, Education, Training and Promotions with more focused and evidence based activity having a strong emphasis on vulnerable users, cyclists, those on foot and motorcyclists.</p>	Safer streets and people	Annual Programme
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>Design and procurement of a pedestrian modelling tool to assist decision making for future planning and development for the City and to analyse behavioural activities.</p> <p>City Corporation and Police to jointly review casualty data to improve information on causation factors.</p> <p>A database of cycle counts across the City and collision data involving cyclists has been collated and analysis of these data sets has commenced.</p>	Safer streets and people	<p>2016</p> <p>March 2016</p>
6	<p><b>Implement approved engineering measures; both large and small – e.g. Aldgate Gyratory, 2-way cycling, advance cycle stop lines.</b></p> <p>2 way cycling in City streets</p> <p>Informal pedestrian crossings at Goswell Road.</p> <p>5 Broadgate highway changes</p>	Safer streets	31/03/2016

	<p>Courtesy Crossings Study.</p> <p>Newgate Street/Warwick Lane</p> <p>Cycle Quiet Ways</p>		
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>The Guidance Notes for activities on the Public Highway, which includes scaffolds and hoardings for building sites, it is to be reviewed to include a wider set of safety issues by December 2015.</p> <p>The Considerate Contractors Scheme (CCS) requires interaction at the building sites and a standard to be put in place to promote and publicise RDR.</p>	Safer streets	31/12/2015
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>Safer Urban Driver Training (SUD).</p> <p>A programme of cycle safety training for other contractors and sub-contractors with a view to training all driver's during 2014 onwards. – on-going</p> <p>Fitting safety equipment to all CoL vehicles - complete</p> <p>Introducing CLOCS to City Procurement</p>	Safer people	<p>31/3/2016</p> <p>31/08/2015</p> <p>31/3/2016</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>	Safer streets	31/3/2016
10	<p><b>Report annually on the progress of the City Road Danger Reduction Partnership.</b></p> <p>Road Danger Reduction Report to be submitted to committee.</p>	Safer streets and people	Feb 2016
11	<p><b>Strengthen work with the City Police at an operational and strategic management level.</b></p> <p>Considerate Contractor Scheme &amp; CoLP Commercial Vehicle Unit partnership.</p>	Safer streets and people	Ongoing
12	<p>Agree freight strategy.</p>	Safer streets and people	31.03.2016

## Appendix 2

### CoLP - Commercial Vehicle Unit

Month	Number of vehicles Stopped	Offences detected	Fixed Penalty Notices & Summons Files	Total Value of Fixed Penalty Notices Issued	Prohibition Notices Issued
December 2014	8	9	1	£100	0
January 2015	13	8	1	£100	0
February 2015	70	86	26	£3,050	1
March 2015	19	14	11	£1,200	0
<b><u>CVU Commenced</u></b>					
April 2015	129	80	18	£1,550	2
May 2015	136	167	61	£6,350	33
June 2015	93	118	50	£4,100	18
July 2015	103	166	77	£5,850	32
August 2015	63	36	23	£3,450	16
September 2015	124	167	119	£10,100	19
October 2015	232	302	132	£11,600	59
<b>CVU Total since April</b>	<b>918</b>	<b>1,036</b>	<b>480</b>	<b>£43,000</b>	<b>179</b>
<b>GRAND TOTAL</b>	<b>990</b>	<b>1,153</b>	<b>519</b>	<b>£47,450</b>	<b>180</b>

#### **Highlights**

CVU only became fully operational in April.

Fully supported week long TISPOL Truck & Bus Operations (x3), and NPCC Carriage of Dangerous Goods Operations (x3).

Prohibition notices are for Mechanical Defects, Drivers' Hours Offences, Load Offences and Carriage of Dangerous Goods Offences.

September - 32 FPN's issued in support of TfL's Safer Lorry Scheme.

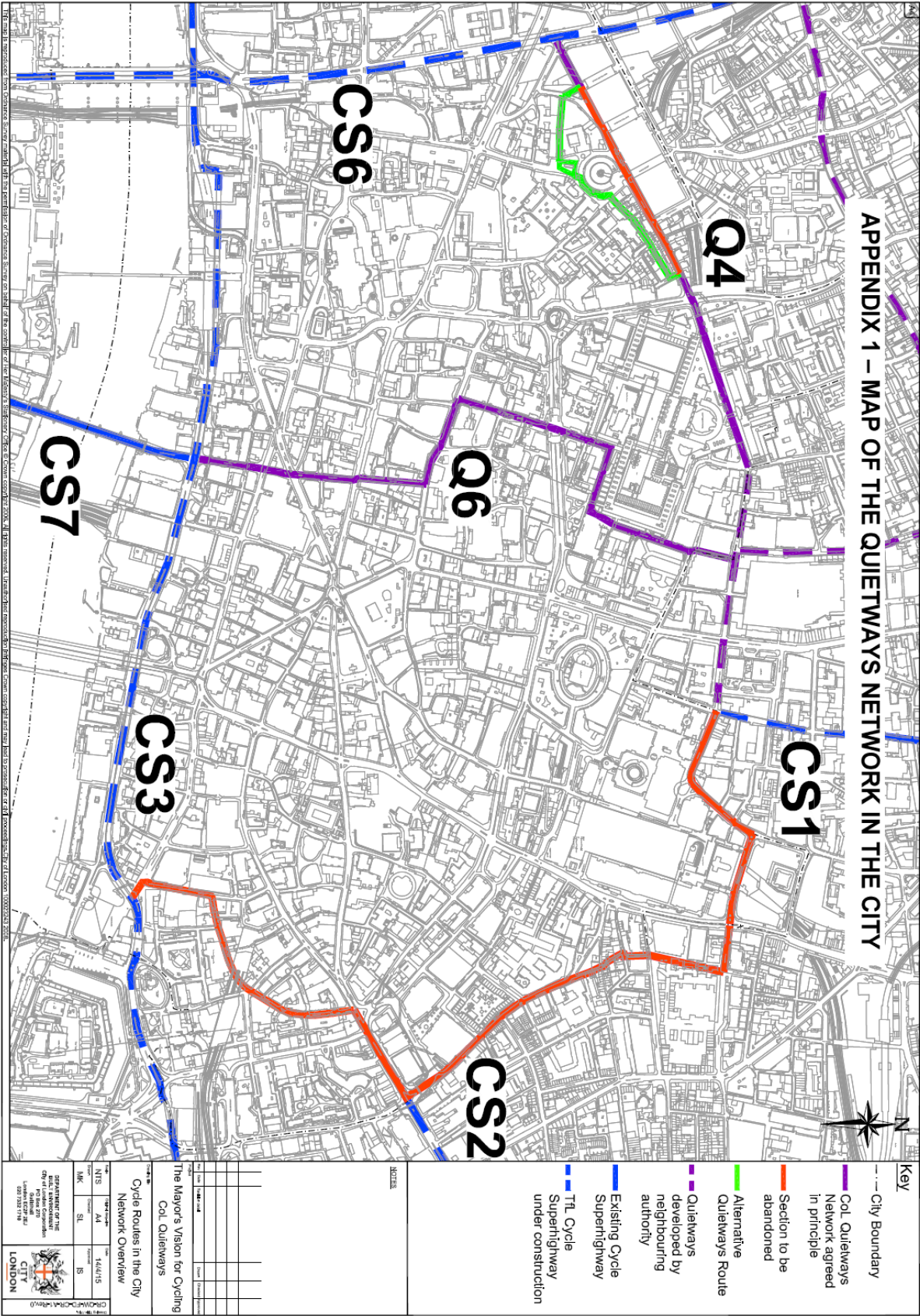
Also, in September, a driver was arrested on a European Arrest Warrant for a €26,000 fraud in Finland involving a Caterpillar digger (Finnish Police believed he was residing in Portugal).

October – one driver issued £800 in roadside fixed penalties.

Goodsite the Considerate Contractor Scheme mascot









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

**January 2015 – December 2015**

Notes:

1. DBE - RST is City Corporation, Department 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 DBE - RST	
Safety Audits	TBA – most weeks, varies	DBE - RST	
Business Exhibitions	TBA – typically each month	DBE - RST	

### Medium Term Activities

Activity	Period	Lead	Stakeholder/ Location
City Cycle Forum – user group meeting	Jan, then TBA	DBE - RST	User Groups meet CoL, CoL Police
Safer City Partnership meeting	As scheduled	DBE - RST and CoL Police	
Capital City Cycle Safe Campaign	Each month – complements Operation Atrium inc cycle and vehicle driver behaviour	CoL Police	DBE - RST
Bikability Cycle Training for children and adults	All year	DBE - RST	
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	DBE - RST
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)	DBE - RST	Sir John Cass, Charterhouse Square, St Pauls School
Highways/ Streetworks training	Feb (Pilot), then TBA	DBE - RST	
Bus Backs campaign	Aug	DBE - RST	
Railway Station Pedestrian Campaign	Oct (through month), Dec (through month)	DBE - RST	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	DBE - RST	
'City Citizen' Pedestrian Training. Year 3 Children	Jan (one off) – Done, future dates tbc	DBE - RST	Sir John Cass School
'City Citizen' Key Stage 3 Pedestrian Training – older	April, May,	DBE - RST	CoL Police

audience			
Exchanging Places Heading Home	14 <sup>th</sup> January (one-off)	CoL Police	DBE - RST
National Women's Day	Mar	DBE - RST	CoL Police
Road safety day, John Cass school	Mar	DBE - RST	CoL Police
London Marathon	Apr	DBE - RST	CoL Police
Adult Learners Fayre	May	DBE - RST	
Hampstead Heath safety day	May, Oct	DBE - RST	Hampstead Heath Users
Road safety day, City of London school for Girls	June	DBE - RST	CoL Police
National Bike Week	June	DBE - RST	CoL Police
CAPT Child Safety Week	June	DBE - RST	CoL Police
Road danger reduction day	June	DBE - RST	CoL Police
Cycle Hire Safety	Jun, Aug	DBE - RST	
Children's Safety Day (Wood Street)	Jun	DBE - RST	CoL Police
St Paul's Summer Fete	Jul	DBE - RST	CoL Police, LFB
Barbican Residents Safer Cycle Sunday	July	DBE - RST	CoL Police
St Paul's road danger reduction day	July	DBE - RST	CoL Police
Be Safe Week	Aug	DBE - RST	London Transport Museum, TfL
Bus Backs Campaign	Aug	DBE - RST	
Prudential Ride London	Aug	DBE - RST	CoL Police
Back to School Pedestrian Campaign	Sept (two weeks)	DBE - RST	CoL Police
City Life Family Festival	Sept	DBE - RST	CoL Police
Lord Mayor's Show	Nov (one day)	DBE - RST	CoL Police
Car Cutting Safe Driving Event	Nov, Dec	LFB	CoL Police, DBE - RST
BRAKE (Road Safety week)	Nov	DBERST	CoL Police