

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation Committee	23 February 2016 - Decision
Streets and Walkways Committee-For Information	04 April 2016 - Information
Police Committee	25 February 2016 - Information
Health and Wellbeing Committee-For Information	04 April 2016 - Information
<b>Subject:</b> Road Danger Reduction Plan 2016/17	<b>Public</b>
<b>Report of:</b> Director of the Department of Built Environment City of London Police Commissioner	<b>For Decision/Information</b>

### Summary

This report considers progress in reducing road traffic casualties on City streets and sets out proposals for achieving further reductions in the year ahead. The report recognises that casualties will continue to happen on City Streets but also sets out that we have made significant progress since the turn of the century in reducing casualties through a combination of physical improvement to the built environment, award winning programmes of education, training and publicity( ETP) and effective traffic enforcement by City of London Police ( COLP).

This report sets out a work plan for 2016/17 that strengthens the ETP programme and includes proposals to redesign street layouts to improve safety such as the redesign of Bank junction and the completion of the Aldgate project. The work plan reflects an important emphasis on 6 key action areas, namely:

- **Enforcement.**  
Average City speeds still exceed 20MPH. We will work to deliver at least a further 1MPH reduction in average speeds. An average 1MPH speed reduction is estimated by the Department for Transport to deliver a 6% reduction in casualties. Work will also be done to further enforce the ban against vehicles over 7.5 tonnes entering the City without a City destination. COLP will continue to deliver an evidenced based approach to policing and in particular look to deliver enforcement at high harm locations.
- **Engineering**  
We will complete a review of 5 of the worst junctions in the City. Appendix 5 shows a map, based on TfL research, showing the City's most dangerous

junctions based on 2012-14 data. Of the 11 nodes marked with red dots 6 have already been improved or are in the process of improvement. It is therefore proposed to examine the remaining 5. The most dangerous junctions in the City have already been addressed e.g. Holborn or are being addressed e.g. Bank. Therefore the number of casualty reductions that will be delivered at each of these junctions, whilst clearly of overall benefit, is likely to be small. This reflects the fact that there are no more major 'blackspots' in the City that remain to be addressed on that part of the road network for which the City, rather than TfL, is responsible.

- Business engagement and behavioural change.  
We propose to work with the Institute of Human Resource Directors to better promote road safety with City businesses and encourage them to actively promote Road Danger Reduction within their own organisations. We also propose to explore with businesses how a cycle safety accreditation scheme might be introduced linked to staff only being permitted to use cycle parking spaces if they are accredited.
- Reviewing and learning from the successes of others  
This would include visits to central London Boroughs and TfL
- Reviewing staff location  
Assessing whether the CoLP and City Corporation road safety staff should be colocated. This may build on the joint work planning currently being put in place and an assessment of the business case behind such a proposal will be evaluated in 2016/17.
- Strengthened working with TfL and the Greater London authority  
Officers will seek to strengthen the current Road Danger Reduction Partnership with more senior level TfL representation and, given that approximately 50% of City casualties are on TfL roads, strengthen political links at a senior level with the Greater London Authority.

### **Recommendation(s)**

Planning and Transportation Committee is requested to note this report and agree the Road Danger Reduction Programme at Appendix 1.

Streets and Walkways, Police and Health and Wellbeing Committees are requested to note the report.

### **Main Report**

#### **Background**

1. The City Corporation has agreed clear targets for reducing casualties on its streets. These are set out in the City of London Local Implementation Plan (LIP)

2011 and the targets are designed to be consistent with the Mayor of London's Transport Policy.

2. The current targets require the Corporation:
  - to reduce the total number of persons injured in road traffic collisions to 30% below the 2004–2008 annual average by 2020, i.e., to a three-year rolling average of 258.0 casualties per annum by 2020.
  - to reduce the number of persons killed or seriously injured in road traffic collisions to 50% below the 2004–2008 annual average by 2020, i.e., to a three-year rolling average of 24.7 casualties per annum by 2020.
3. To put these figures into context the respective three year rolling average figures using data from 2012-2014 is a total of 386 casualties per annum and 58 KSI (Killed or Seriously Injured) per annum. This demonstrates that despite the Corporation delivering a comprehensive programme of Road Danger Reduction activities it looks likely that we will miss our targets. Therefore we need to not only maintain our current work programmes but also introduce further effective measures.
4. The City has invested in road danger reduction for many years. The City has successfully introduced a 20MPH speed limit delivering greater average speed reduction than originally predicted, and has also delivered a wide range of engineering measures such as:
  - Junction redesign – e.g. Holborn ( winner of the London Planning Awards 'Best New Public Space' 2016)
  - Introduction of our award winning contraflow cycling lanes scheme to move cyclist away from more trafficked streets
  - A programme of courtesy crossings to slow traffic at pedestrian crossing points
  - Highway redesign e.g. Cheapside
5. In addition to engineering solutions we have maintained an innovative and highly respected Education, Publicity and Training programme. This programme includes visiting businesses to raise awareness of road safety issues with their staff as well as visits to schools and community groups.
6. City Police have also been active in both enforcement and educational activities.
7. In April 2015 Transport for London provided additional funding to the CoLP to create the CoLP Commercial Vehicle Unit (CVU) to address risks on the roads in the City of London caused by LGV's and Operators. The deployments of the CVU are intelligence lead and taskings from the Freight Compliance Unit are monthly and target the highest risk operators and there have been notable successes against these operators.
8. Since then the team have stopped 1226 vehicles, issued 550 Fixed Penalty notices and fines worth £56,550. Of all the vehicles stopped only 424 were

encounters where no offences were disclosed. This provides a non-compliant rate for LGVs in the City of London of 65% which creates a risk for other road users. Police officers work very closely with colleagues from the Driver and Vehicle Services Agency (DVSA) to ensure that the full range of sanctions is available with which to deal with vehicles and drivers encountered.

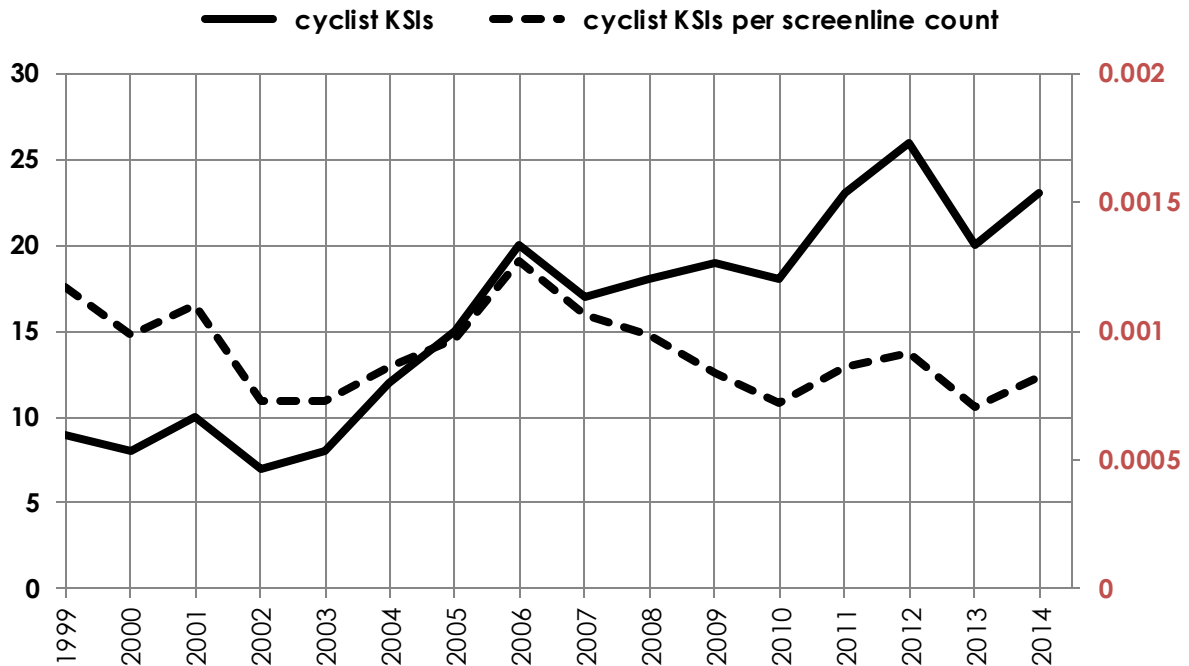
9. The CoLP continues to actively and regularly enforce the 20 mph speed limit, the only Force in London to do so. The past 12 months have seen 749 drivers stopped for speeding. The number of high end speeding offenders (those issued with either an Endorsable FPN or a summons for travelling over 31mph ) reduced from 48% (Oct – Dec 14 ) to 32% ( Oct – Dec 2015) of the overall total. This suggests that although speeding is still an issue, the overall speed of vehicles that do not comply with the speed limit has reduced.
10. These programmes have seen casualties reduce from 458 at the turn of the century to 390 in 2014. However, these figures mask the fact that in recent years casualty reductions have not fallen as quickly as anticipated and at current projections, we will not meet our LIP targets.
11. Considering the City in the context of London as a whole, the most recently available data sets out that, within greater London there was a 13% increase in total casualties between 2013 and 2014. The figure for Inner London is 11% and for the City 13%. The City mirrors the general trend although significantly better than neighbouring authorities such as Tower Hamlets, Camden and Hackney whose reported increases are 20%, 20% and 15% respectively.
12. However whilst total casualties have increased across London the situation is different for the more serious KSIs (Killed and seriously injured). For example whereas in 2014 the City experienced an 11.3% increase in KSIs against its 2004-8 baseline many other authorities delivered significant improvements. Some of these being as high as a 60% reduction. It is therefore proposed to liaise closely with those authorities that are both successful and include areas that broadly mirror the City's streetscape to see what lessons might be learnt.
13. In considering casualties it is important to be aware of the current profile of casualties by mode. See table below:-

Year	2010	2011	2012	2013	2014
<b>Fatal</b>					
Pedestrian	1	0	2	0	1
Cyclists	0	0	1	1	3
Other Road Users	0	0	0	0	0
<b>Total Fatal</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>
<b>Serious</b>					

Pedestrian	17	12	17	22	18
Cyclists	18	23	25	19	20
Other Road Users	5	14	13	18	13
<b>Total Serious</b>	<b>40</b>	<b>49</b>	<b>55</b>	<b>59</b>	<b>51</b>
<b>Slight</b>					
Pedestrian	95	86	83	70	95
Cyclists	109	126	124	106	116
Other Road Users	135	148	158	109	124
<b>Total Slight</b>	<b>339</b>	<b>360</b>	<b>365</b>	<b>285</b>	<b>335</b>
<b>Grand Total</b>	<b>380</b>	<b>409</b>	<b>423</b>	<b>345</b>	<b>390</b>

14. The above table needs to be seen in the context of the dramatic rise in cyclist numbers over recent years. The City counts the number of cyclists entering the City at the same 12 screening points annually. This data, whilst not representing the total number of cyclists, provides a reliable reference for cycling volume growth. The table below indicates the trend in KSIs over recent years. The data in the table is derived from taking cyclist KSIs per annum divided by the total cyclists passing the screening points. It can be seen that whereas the total cycling KSIs have shown a significant increase over the term the KSI rate has broadly begun to plateau. i.e. there has actually been an overall drop in casualty rate for cyclists since 2006.

# Cyclist KSIs 1999-2014



15. Whilst the casualty rate is an important consideration the Mayor's target, and the City's, are absolute numbers. Therefore if we are to achieve the challenging targets set we must adopt a different, more innovative and radical approach.
16. One such radical approach has been the introduction of a 20MPH speed limit. However, this alone has not delivered the necessary reduction in casualties. Whilst 20MPH has resulted in average speeds reducing by a little more than expected, the anticipated reduction in casualties has not been achieved, perhaps masked by increased cyclist and pedestrian numbers.
17. In June 2015 a further tragic cyclist death, this time at Bank Junction, resulted in a further review of our road danger reduction activities. It was recognised that further radical action was needed to reduce casualties in the City. As a result a new experimental scheme for delivery at the end of 2016 is being developed for Bank Junction in advance of the longer term scheme which is scheduled for decision and, if agreed, builds in 2018. In addition the proposed 2016/17 Road Danger Reduction Programme (see Appendix 1) introduces several new areas of focus which are discussed in more detail later in this report.

## Current position

### TfL research

18. TfL have invested heavily over recent years in seeking to analyse and advise in relation to road danger reduction. In October 2015 they published a paper '

Safe London Streets: Our Approach' in which they identified the 5 main sources of road danger as;

- Travelling too fast
- Becoming distracted
- Undertaking risky manoeuvres
- Driving under the influence of alcohol or drugs
- Failing to comply with the laws of the roads

19. In partnership with the CoL Police it is proposed all of these issues will be addressed through the 2016/17 Road Danger Reduction Action Plan. Even though it might be felt that the City is atypical in terms of speed being a major source of City accidents officers believe that if a further move towards compliance with the City's 20MPH speed limit could be achieved then there would be a further reduction in casualties. The Department of Transport guidance suggests that a 6% casualty reduction is deliverable for every 1MPH average speed reduction and this is something it is specifically proposed to address in the 2016/17 programme.
20. TfL has also been active in installing N/S and E/W Cycle Super Highways (CSH) across the City on their roads. Whilst officers have not been able to confirm TfL's anticipated casualty reductions through this initiative it is hoped this will deliver a significant reduction in casualties on their network.
21. Currently approximately 50% of City casualties occur on the TfL's network and even with casualty reductions that may be delivered through the CSH officers consider it essential that we engage fully at a senior level at TfL and similarly at a senior political level at the Greater London Authority (GLA) and developing both these relationships is included in next year RDR action plan.
22. TfL have also been working to establish a risk rating for each London local authority which when assessed with the total number of casualties provides them with a good indication of where they should prioritise their drive for achieving reduced road danger. The 2 diagrams at Appendix 3 set out the thinking behind their approach and also show where each London authority is placed on their grid. It will be noted that in terms of the KSI table the City of London has both relatively low KSI casualty numbers and a relatively low risk rate in relation to KSIs. The diagrams suggest the City is a relatively safe place in terms of likelihood of experiencing a serious casualty. The implication of this could be that securing senior TfL partnership support may prove more challenging as they may consider their priorities to be elsewhere.

## **The 2016/17 Road Danger Reduction Programme**

### Education, Training and Publicity (ETP) (see Appendix 2)

23. Whilst it is often not possible to fully and objectively assess its effectiveness, the ETP programme is considered an important element in helping reduce casualties, for example in addressing 'inattention' which accident investigations and TfL suggest is a major cause of accidents on City streets. Therefore it is proposed to retain an active ETP programme in the 2016/17 however a greater

focus will be given to where we run our events and how they are structured to make them higher profile and increase public engagement.

24. It is also proposed to explore working more closely with businesses to encourage them to either commission our training for their staff or cascade such training and associated messaging directly down through their own organisations. The aim is to communicate a strong safety message to all City workers.

### Engineering

#### Bank Junction

25. The main project seeks to address the following objectives whilst maintaining and /or improving traffic flow across the City:-
  - Reduction in casualties
  - Reduced pedestrian crowding levels
  - Improved air quality
  - Improved perception of place as a place to spend time in rather than pass through.
26. The project has been approved at Gateway 3 but will not reach Gateway 5 until 2018. If approved build is unlikely to complete before 2020. In the meantime, an experimental scheme has approval at Gateway 2 to be developed in parallel. This would deliver the majority of the above objectives and is based upon restricting motorised vehicle movement through all or part of the junction during the working day to buses and/possibly Taxis. If approved this scheme could be delivered in late 2016 and would deliver an estimated 60% casualty reduction at the junction (i.e. save say 15 casualties per annum).
27. TfL has published a map showing the comparative road danger of all City streets based on 2012-14 data (Appendix 4). All junctions (nodes) and joining streets (links) have been given a Red, Amber, Green status. The map seeks to identify the most dangerous nodes and links by comparing 2012-14 casualty data at each location and, based on this information, attributing the appropriate colour based on the statistically derived evidence of risk with Red being the greatest risk and Green the lowest. On the map the squares and thicker lines denote TfL network and the spots and thinner lines the City's network.
28. Of the 11 Red spots, denoting the most dangerous junctions on the City's network the City has already improved or is in the process of improving 6. These include the major projects at Holborn, Aldgate and Bank Junction. Analysis of the remaining 5 suggests that improving each is likely to deliver a casualty reduction of less than 6 at each location. This emphasises that officers have addressed, or are addressing, the major accident 'hotspots'. Nevertheless it is proposed to review the remaining 5 junctions to see if further improvements are viable.



### The Road Danger Reduction Partnership and joint working

29. For many years, CoL and COLP staff has supported each other in the delivery of road danger reduction work programmes. An officer Road Danger Reduction Partnership was formed in 2013, which included Senior Fire Authority, City Police and CoL Officers as well as representatives from Crossrail, TfL and the GLA. The partnership is seeking to deliver a fully integrated programme of measures for 2016/2017 (see Appendix 1)
30. Given the level of casualties on the TfL network within the City it is important that TfL play a full and effective role within the partnership. This will be a particular area for review as will improving liaison with the Greater London authority at a senior political level.
31. In addition to the Partnership, work to assess the business case behind establishing a jointly located City Police and City Corporation Road Safety/Safer Transportation Group is moving toward conclusion. It is envisaged this work will conclude before Easter 2016.

### Safer Driving in City Contracts

32. There has been some delay whilst TfL have been considering the legality of including requirements in relation to work related road risk in contract procurement. Wording has now been received which would require bidders to have specific regard to Work Related Road Risk and this is currently being considered by the City Procurement team. It is hoped to have this in place by the end of April 2016.

### Effective Communication Strategy

33. A draft communication plan has been prepared and is to be further developed by the Corporation's Director of Communications. It is envisaged this will be in place for the start of the 2017/17 year. In the meantime, monthly email alerts are being issued in addition to a weekly twitter feed promoting the Corporation's Road Safety Activities.

### Service restructuring

34. To drive the service forward a new management post has been agreed. This post will lead a newly formed 'Road Safety and Behavioural Change' team. The new post will have the level of seniority and possess the necessary skills needed to build strong partnership approaches with TfL, the City of London Police and City businesses aimed at driving down road danger. The new post will also have a particular focus on intelligence led decision making with accident data and trend analysis being a significant part of the role. The post holder will also be specifically tasked with exploring how behavioural change (

particularly concerning pedestrian and cyclist inattention) might be better addressed in future work programmes.

### Enforcement

35. The 2016/17 plan sets out enforcement proposals in a range of areas. Enforcement activity for CoLP officers is tasked on monthly basis. The CoLP will engage in the DfT and NPCC pre planned national enforcement campaigns and deployments will be intelligence lead to ensure that relevant activities and locations are focussed upon.
36. Alcohol and drug abuse (whilst driving) will remain a key work programme as will HGV safety enforcement. Two areas where it is hoped enforcement will deliver new and/or additional benefits are reducing average speed in the City further toward 20MPH and enforcement of the ban against vehicles over 7.5 tonnes entering the City without a City destination.
37. Enforcement of the City's ban on vehicles over 7.5 tonnes entering the City unless they have a City destination has already commenced. Warning letters have been issued in relation to 10 offences reported by City Police prior to December 2015. From January 2016 Penalty Charge Notices will be issued to those reoffending after having received a formal warning letter.

### **Conclusion**

38. The City has challenging casualty reduction targets, which will not be met without new and more radical interventions and in particular it should be noted that there are no real casualty hotspots on the City's network that have not been or are not being improved.
39. As a consequence this report sets out a work plan for 2016/17 that retains a significant ETP programme and a number of engineering measures but which also includes an important new emphasis in 6 key areas, namely:

### Enforcement

- Average City speeds still exceed 20MPH. A further average 1MPH speed reduction is estimated to deliver a 6% reduction in casualties. Work will also be done to further enforce the ban against vehicles over 7.5 tonnes entering the City without a City destination

### Engineering

- An engineering review of the worst junctions in the City. Appendix 1 shows a map with the City's most dangerous junctions based on 2012-14 data. Of the 11 nodes marked red 6 have been improved or are in the process of improvement. It is therefore proposed to examine the remaining 5. The most dangerous junctions in the City have been addressed e.g. Holborn or are being addressed e.g. Bank. Therefore the number of casualty reductions that will be delivered at each of these junctions, whilst clearly of overall benefit, is likely to be small. This reflects the fact that there are no more major 'blackspots' in the City that remain to be addressed.

#### Business engagement and Behavioural change

- We propose to work with the institute of Human Resources Directors to better promote road safety. We also propose to explore with businesses how a cycle safety accreditation scheme might be introduced linked to staff only being permitted to use cycle parking spaces if accredited.

#### Reviewing and learning from the successes of others

- This would include visits to central London Boroughs and TfL

#### Reviewing staff location and strengthening joint working

- Assessing whether the CoLP and City Corporation road safety staff should be collocated. This could build on the joint workplan being put in place for 2016/17.

#### Strengthened working with TfL and the Greater London authority

- Strengthen the current road Danger Reduction Partnership with more senior level TfL representation and given that approximately 50% of City casualties are on TfL roads strengthen political links at a senior level with the Greater London Authority

40. A wide range of measures are now being developed in an attempt to reduce the number and severity of casualties in City streets.
41. Whilst educating and training both City workers and residents will remain a key strand of the Corporation's drive to reduce road danger it is recognised that intelligence led decision making must increasingly drive the work programme.
42. The road danger reduction programme must be effectively communicated such that not only is the City taking effective RDR measures but it is seen to be taking these measures with the intention of becoming a beacon of excellence for others in London to follow.

#### **Appendices**

- Appendix 1 – Road Danger Reduction Programme - Updated Schedule
- Appendix 2 – Education, Training and Publicity Programme
- Appendix 3 – TfL Risk Matrices
- Appendix 4 – TFL Priority Links and Nodes Map

#### **Background Papers**

**None**

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## Appendix 1

### Road Danger Reduction Programme

1	<b>Education and Enforcement programme to achieve further 1MPH reduction in average speed</b>	Safer People	Ongoing
2	<b>Implement Safety Major Schemes Aldgate Highways works completed Completion of Bank experimental scheme</b>	Safer Streets	May 2016 Jan 2017
3	<b>Review 5 most dangerous City junctions and encourage TfL to review casualties on their streets</b>	Safer Streets	2016/2017
4	<b>Continue with ETP programme but develop the business engagement element ( see Appendix 2 for detail)</b>	Safer People	2016/17
5	<b>Meet with TfL and three of London's highest performers in KSI reduction to explore opportunities for adopting new work streams.</b>	Safer Streets and People	Sept 2016
6	<b>Review staff location and strengthen joint working with City Police</b>	Safer Streets and People	June 2016
7	<b>Strengthen working with TfL and the GLA</b>	Safer Streets and People	Sept 2016
8	<b>Cycling</b> Complete City's first Cycle Quietway route to move cyclists away from higher risk streets.  Commence Build Complete	Safer Streets (Cycling)	June 2016 Dec 2016
9	<b>Support TfL in delivery North/South and East/West Cycle Super Highways. This delivers physical separation from general traffic for cyclists. Completion of works (excluding local revisions eg Trinity Sq revisions) Completion of revision elements</b>	Safer Streets (Cycling)	April 2016 Nov 2016
10	<b>Engineering Improvement – Major Projects</b> Completion of Aldgate Project.  Highways Changes Completed Square and Cycleway Completed	Safer Streets	May 2016 March 2017

11	<p><b>Experimental Scheme at Bank Junction to Improve Safety</b> Gateway 5 decision</p> <p>Completion</p> <p>Long Term Bank Junction Safety Improvement Gateway 4 detailed option approval</p>	Safer Streets	<p>Oct 2016</p> <p>Jan 2017</p>
12	<p><b>Minor Engineering Schemes</b> Newgate Street/Warwick Lane Poultry. Complete Improvement Scheme</p> <p>Smithfield. East Poultry traffic calming. Scheme completion</p>	Safer Streets	<p>Oct 2016</p> <p>Nov 2016</p>
13	<p><b>Enforcement</b> Review effectiveness of 20MPH speed limit Committee Report Due</p> <p>Enforcement of ban on vehicles – 7.5 tonne or larger entering City without a City destination</p> <p>City vehicle safety audit to ensure all City fleet operating in square mile are compliant.</p> <p>Roll out and enforcement of City Staff driver safety policy and procedures.</p> <ul style="list-style-type: none"> <li>• Staff Briefings Completed</li> <li>• Quarterly Audits Commenced</li> </ul>	Safer Streets	<p>January 2017</p> <p>April 2016 (ongoing)</p> <p>Sept 2016</p> <p>May 2016 July 2016</p>
14	<p><b>General</b> Produce 2017/2018 Joint City Corporation and Police RDRP for agreement by Planning Committee</p> <p>Walking Survey</p> <p>Review adequacy of STATS 19 form</p>	Safer Streets Safer People	<p>Feb 2017</p> <p>June 2016</p> <p>May 2016</p>

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

**Draft 2016/17 Programme**

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) [ACPO no longer exists this work is now being done by National Police Chiefs’ Council (NPCC)]

**Generic Monthly Schedule**

<b>Activity</b>	<b>Period</b>	<b>Lead</b>	<b>Stakeholder/ Location</b>
Operation Atrium	Each month. Typically educate/promote for 2 weeks beforehand	CoL Police	DBE - RST
Exchanging Places	2 each month	CoL Police	London Fire brigade, DBE - RST
Highways Monitoring	Through each month	DBE - RST	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	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 subject to demand	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)	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	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	Apr, Sep, Nov	CoL Police	

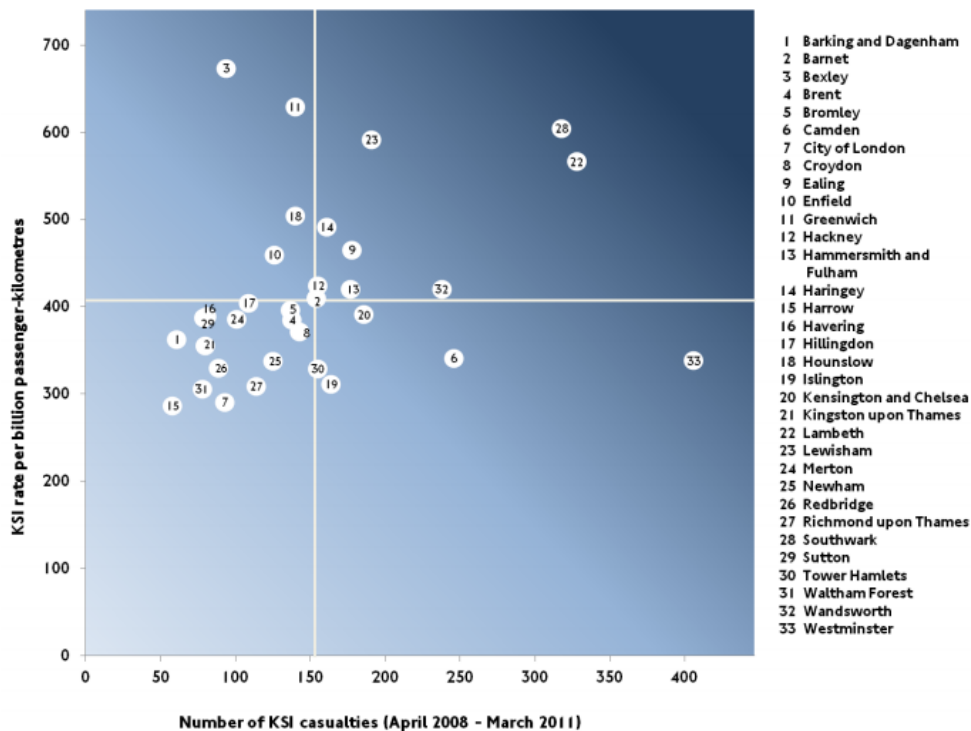
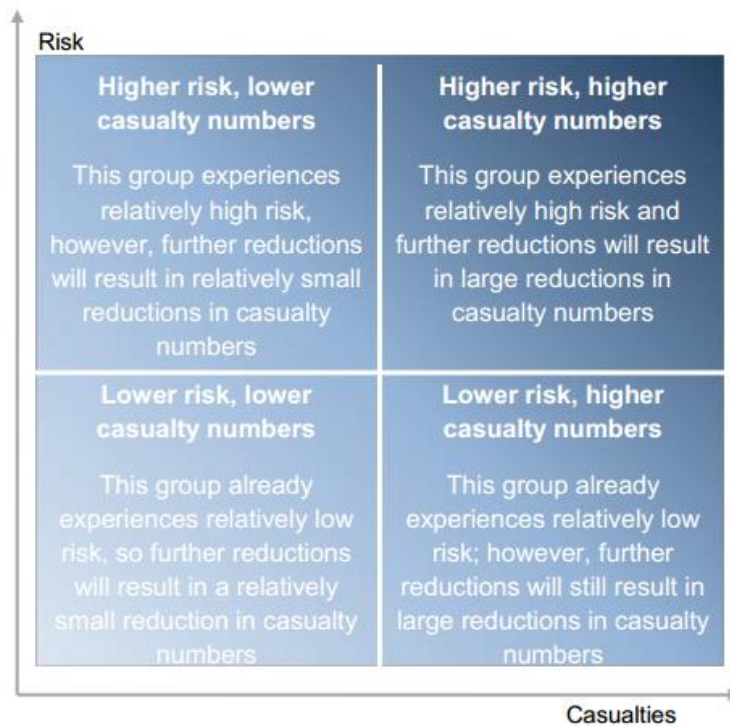
'Happy Feet' Pedestrian Training	Jan (4days), Feb (8days)	DBE - RST	Sir John Cass, Charterhouse Square, St Pauls School
Highways/ Streetworks training	TBA	DBE - RST	
Bus Backs campaign	Aug	DBE - RST	
Railway Station Pedestrian Campaign	Oct (through month), Dec (through month)	DBE - RST	CoL Police support on occasions

<b>Activity</b>	<b>Period</b>	<b>Lead</b>	<b>Stakeholder/ Location</b>
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	DBE - RST	CoL Police

## Appendix 3

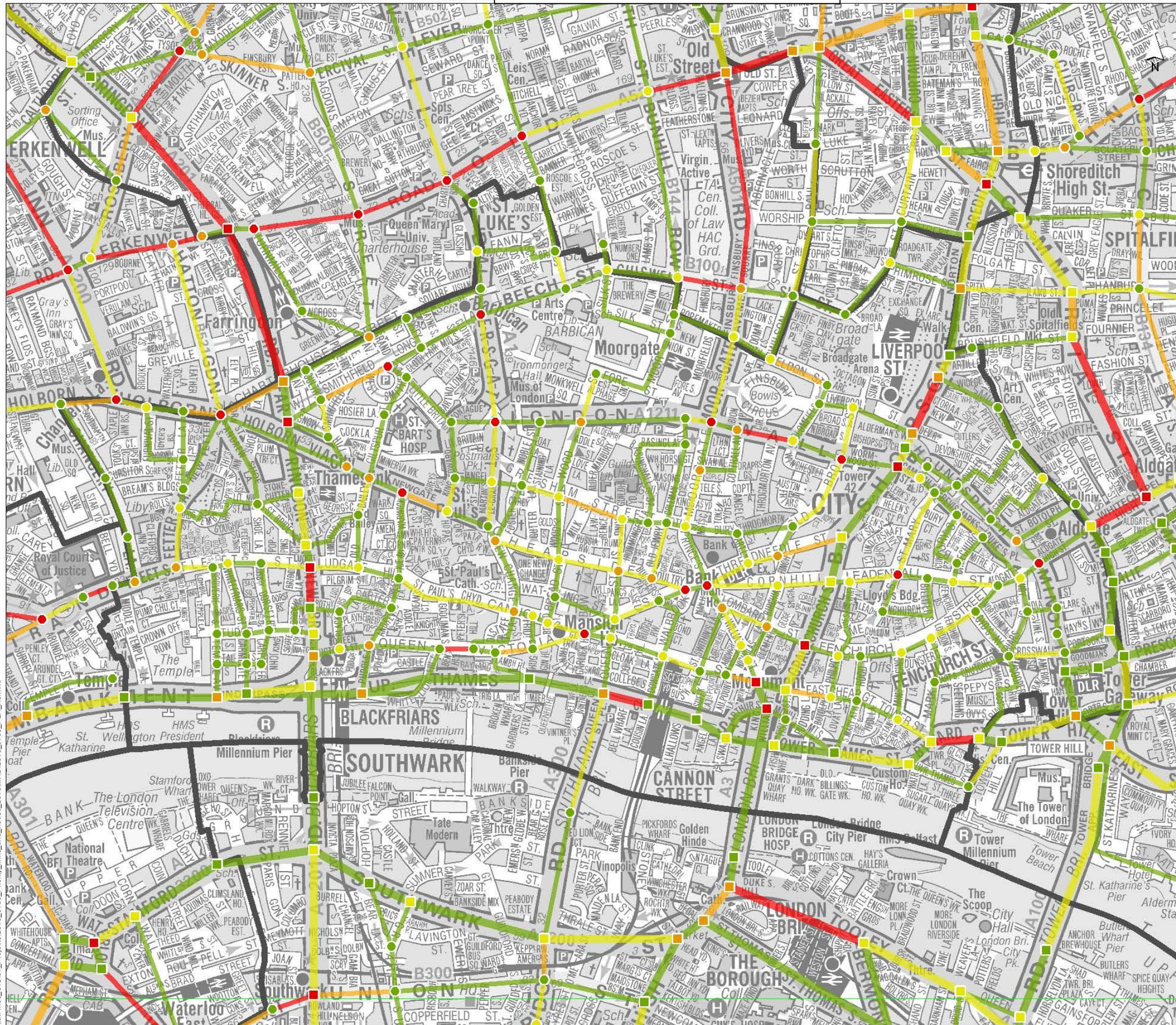






City of London

Road Safety Priority Links and Nodes for Vulnerable Road Users



**Nodes**

**Highway Authority, Priority Score**

- TLRN, 1: Priority 1 Sites with the highest number of collisions when compared to the average, > two standard deviations
- Borough, 1
- TLRN, 2: Priority 2 - Sites with collision rates above the average > first and < second standard deviation
- Borough, 2
- TLRN, 3: Priority 3 - Sites with collision rates slightly above the average > mean and < first standard deviation
- Borough, 3
- TLRN, 0: Priority 0 Sites below mean
- Borough, 0

**Links**

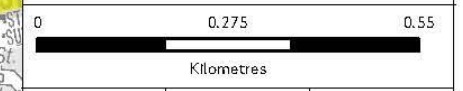
**Highway Authority, Priority Score**

- TLRN, 1: Priority 1 - Sites with the highest collision rate when compared to the average, > two standard deviations
- Borough, 1
- Highway Agency, 1
- TLRN, 2: Priority 2 - Sites with collision rates above the average > first and < second standard deviation
- Borough, 2
- TLRN, 3: Priority 3 - Sites with collision rates slightly above the average > mean and < first standard deviation
- Borough, 3
- Highway Agency, 3
- TLRN, 0: Priority 0 Sites below mean
- Borough, 0
- Highway Agency, 0

□ Borough boundary

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Drawn KOS	Checked -----	Date Period 2012 - 2014
Scale 1:9,590	Date 12/1/2015	Status Draft
Drawing No. 2015_0188_PLN_A3	Rev. 1	

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Path: I:\08\_GIS\01\_PriorityLinks\_and\_Nodes\_2015\0188\_PLN\_A3.mxd