

Committee(s)	Dated:
Audit & Risk Management	10102017
Subject: Deep Dive Risk Review - CR20 – Road Safety	Public
Report of: Director of the Department of Built Environment	For Information

Summary

This report considers actions proposed to mitigate corporate risk CR20: Road Safety and track the progress made to date against previously agreed actions.

During the past year, City officers have been working closely with the City of London Police in delivering this year's Road Danger Reduction (RDR) programme. It included a combination of: effective enforcement, radical street design programmes such as Bank on Safety, production of safer active travel routes such as the Quietways, work on goods delivery fleet safety through promotion of Fleet Operators Recognition (FORS) Scheme and a significant increase in City Business engagement.

The RDR programme has improved awareness with the City's community, and garnered praise from lobby groups representing cyclists and pedestrians:

"The London Cycling Campaign recognises and values the important work that the City of London has been undertaking to reduce road danger in the City and the rate of collisions, deaths and serious injuries to pedestrians and cyclists". Dr Ashok Sinha, Chief Executive, London Cycling Campaign

"Living streets view the City as one of the leading organisations in terms of trying to address road danger to vulnerable road users". Joe Irvin, CEO Living Streets

Our programme of activities in recent years has significantly improved the casualty rate in the City. However, the increase in the numbers of cyclists and pedestrians has led to little more than a plateauing in absolute casualty numbers. Considering that numbers of cyclists and pedestrians are predicted to rise in coming years, it is therefore imperative to adopt more radical interventions such as Bank on Safety in order to meet our casualty reduction targets.

The report demonstrates how the work programme aims to reduce the current number of casualties and for engaging with City of London workers, residents and the wider public. This document also sets out actions and further proposals to strengthen our public relations activity in order to increase public awareness of the City's activities being undertaken in this field.

Recommendation(s)

Members are asked to note the report.

Main Report

Background

1. The current Road Danger Reduction (RDR) plan has two important objectives. The first is to reduce casualties and to achieve our agreed targets, gradually achieving no Killed or Seriously Injured people (KSI) on our streets. The second objective is to increase awareness of road danger and along with awareness of the breadth and scope of the work by the City Corporation on reducing road danger.
2. The City's strategy to reduce casualties is based on three elements. Firstly, changing the highway infrastructure based upon casualty analysis and trend data. Secondly, working with the City of London Police to target enforcement activity and thirdly working with partners to deliver programmes of education, training and promotion to raise awareness.
3. In recent years the City has delivered a wide range of engineering measures:
 - Junction redesign – e.g. Holborn, Aldgate
 - Filtered Permeability – closing streets to certain classes of vehicles to reduce risk to vulnerable road users at accident hotspots – e.g. Bank on Safety
 - Introduction of contraflow cycling lanes, providing a Quietways and Cycle Superhighway schemes to move cyclists away busy streets
 - Courtesy crossings to slow traffic at pedestrian crossing points
 - Highway redesign e.g. Cheapside
4. For all engineering projects officers evaluate the outcomes based against the agreed success criteria. For example, in the case of Holborn junction, comparing the 18 months before and after the completion of the improvement scheme casualties fell by some 50% with Cyclist casualties falling by over 90% compared with the same period before the works, as reported in the Gateway 7 report. According to the latest available data from TfL overall casualties are still down. A Case Study of Holborn Circus will be found at Appendix 4.
5. The City of London Police's support is crucial in addressing road danger. In particular City Police have actively enforced the City's 20 mile per hour speed limit and through the Commercial Vehicles Unit have implemented a targeted enforcement campaign towards Heavy Goods Vehicles.
6. The City of London has been experiencing a rapid and sustained growth in numbers of Vulnerable Road Users; surveys show cyclists now represent over 25% of all road users between 7am and 7pm. Employment in the City of London has increased by almost 100,000 since 2010, which puts further pressure on the street network.

7. After high profile collisions the focus has been on cycling, which has been successful in reducing numbers of KSI pedal cyclists despite the increased numbers cycling. Cyclist KSI dropped from an average of 23 KSI per year (2012 – 2014) to 10 KSI in 2015 and 13 KSI in 2016.
8. Despite this success, the total number of all injuries and KSI has plateaued.
9. The Mayor's target and the City's are absolute numbers and are not set as percentage reductions. The recent Mayor's Transport Strategy includes a Vision Zero approach to road safety, which sets a target of zero KSI by 2041 alongside challenging interim targets. Therefore, whilst we aim to retain the best of what we currently do, we must strive for more innovative and radical ways of tackling road danger.

Progress on existing and additional Mitigating Controls

10. Bank Junction was the number one hotspot for collisions that caused injury. In May 2017 the City introduced Bank on Safety. Extensive modelling showed that by limiting motorised vehicle access (weekdays, 7am – 7pm) would significantly reduce the risk of casualties. While the trial is still underway, early results appear to show that casualties have been significantly reduced. Data is still being gathered and an update report will be submitted to Streets and Walkways Committee for review later in 2017.
11. In June 2017 the City launched the new Quietway routes for cyclists. These routes are intended for less experienced cyclists, taking them off the more heavily trafficked routes, and thus reducing their exposure to danger.
12. In 2016 the Active City Network was established as a platform for engagement with City of London employers and employees. This group engages with over 200 businesses ranging from SMEs to large businesses including Nomura Bank, Deloitte, Bank of England. Through the Network we have promoted RDR initiatives with events and publications. Over 2,000 City of London workers have participated, with an estimated 50,000 viewing the related advertising or news releases.
13. Heavy Goods Vehicles are disproportionately involved in collisions that cause death or serious injury. The City has developed a RDR Award scheme called 'City Mark' through our Considerate Contractor Scheme. Through City Mark we are developing a procedure to ensure better work related road safety compliance: trained drivers and safer vehicles at City of London construction sites.
14. In May, the Finance Committee agreed a report approving the addition of a RDR clause in all contracts. This clause requires contractors to ensure better trained drivers and safer vehicles are used in all contracts supplying the Corporation.
15. In March a RDR Communications Strategy was agreed by the Planning & Transport Committee. Following this strategy, articles have appeared in industry press, including FORS magazine, Local Transport Today and the Taxi magazine, and also publicity of our campaigns City AM and the Evening Standard.

Future Actions

16. Despite success in reducing casualty rate, we recognise that a more innovative and radical approach is needed if we are to achieve the absolute casualty reduction targets. This autumn we will focus on addressing inattention of all road users through a high profile campaign. Development of this programme is under way, through arrangement of Focus Groups of the target audience, surveys and stakeholder engagement. The target is to raise awareness about the road risks and support the RDR team's wider goal of reducing KSI.
17. Officers are working with Transport for London (TfL) to explore what more can be done to reduce casualties. 45% of the City's KSI are on TfL controlled TLRN.
18. Officers are producing a report setting out comparisons with and learning from the experiences of successful cities and other local authorities
19. One of the keys to reducing accidents is focused training and education of City's workforce, supported by the business community. The Active City Network seeks to do exactly this. A series of events and publicity will be delivered to increase its reach and effectiveness.
20. An updated Road Danger Reduction and Active Travel Strategy are currently under development for delivery 2018/23. This will be consulted on early in the coming months with a view to formal adoption by summer 2018.

Conclusion

21. Whilst the current programme of activities and those of recent years has been successful in delivering an improvement in the casualty rate in the City, the programme has only achieved a plateauing of absolute casualty numbers.
22. If we are to achieve our absolute casualty reduction targets and meet the even more challenging Mayor's Vision Zero targets, we need to develop a new, more innovative and radical approach. To do this we will learn from success in the UK and abroad and embed these with successful elements of our existing strategy.
23. Intelligence led decision making and further targeted physical interventions (such as Holborn, Aldgate and Bank) remain a crucial strand of our RDR and casualty reduction strategy.
24. The Active City Network is an important element in promoting the work of the road danger team and heightening individual awareness of the issue with the City of London business community.
25. High profile and hard hitting campaigns are necessary to achieve behavioural change and in particular to address current concerns around 'inattention'. Campaigns also address the reputational risk that the City is not being seen to do enough on RDR for our communities.

Appendices

- Appendix 1 – CR20: Road Safety Risk
- Appendix 2 – Road Injury statistics for the City of London 2011 – 2016
- Appendix 3 – Road Injuries in the City of London: 2011 – 2016 in relation to 2020 targets (Transport for London, Stats19)
- Appendix 4 – Holborn Circus Case Study

Background Papers

None

Steve Presland

Transportation & Public Realm Director

T: 020 7332 4990

E: steve.presland@cityoflondon.gov.uk

Appendix 1

CR20 Road Safety

Report Author: Richard Steele

Generated on: 14 September 2017



Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CR20 Road Safety	<p>Cause: Limited space on the City's medieval road network to cope with the increased use of the highway by vehicles and pedestrians / cyclists within the City of London. Interventions & legal processes take time to deliver</p> <p>Event: The number of casualties occurring in the City rises instead of reducing.</p> <p>Effect: The City's reputation and credibility is adversely impacted with businesses and/or the public considering that the Corporation is not taking sufficient action to protect vulnerable road users; adverse coverage on national and local media</p>	<p>Likelihood</p> <p>Impact</p>	12	<p>The risk is unchanged. Monitoring of the Temporary Scheme continues to take place, with the consultation survey now live until the end of November 2017</p> <p>A number of mitigation actions have been added to this Risk report from the agreed RDR Work Plan including; Development of the Road Danger Reduction and Active Travel Strategy, Pilot Behaviour Change Campaign, Neighbouring Borough Comparison Report, The Active City Network and work on Safer Goods Vehicles</p>	<p>Likelihood</p> <p>Impact</p>	6	31-Oct-2017	↔
23-Oct-2015 Carolyn Dwyer				13 Sep 2017				No change

Action no, Title, Owner	Description	Latest Note	Managed By	Latest Note Date	Due Date
CR20b Permanent Bank Junction redesign	Permanent Bank Junction redesign	Monitoring of the Temporary Scheme continues to take place, with the consultation survey now live until the end of November 2017. The Temporary Scheme needs to be made permanent by November 2018. Lessons learned will be applied to the permanent scheme.	Steve Presland	12-Sept- 2017	22- Nov- 2018
CR20f Development of the Road Danger Reduction & Active Travel Strategy	In accordance with the agreed work plan the Road Danger Reduction & Active Travel Strategy is being prepared. Indicative milestones are (1) draft for informal consultation with stakeholders by end of October 2017; (2) draft to Planning & Transportation Committee in early 2018; (3) Public Consultation in early/mid 2018; & (4) revised strategy presented to Planning & Transportation committee with recommendation for adoption after recess 2018.	Added to mitigations; on target.		12-Sept- 2017	30- Sep- 2018
CR20g Pilot Behaviour Change Campaign	In accordance with the approved Communication Strategy this is the initial pilot of the Behaviour Change Campaign. The process will be (1) use focus groups to identify options; (2) conduct attitudinal survey of road users; (3) prepare campaign delivery plan; (4) deliver campaign; (5) evaluate and report to Members in March 2018	(1) use focus groups to identify options - completed September 2017. Outstanding stages include (2) conduct attitudinal survey of road users (to be completed by late October); (3) prepare campaign delivery plan (by mid-November); (4) deliver campaign (launch by end of November); (5) evaluate and report to Members in March 2018.		12-Sept- 2017	31- Mar- 2018
CR20h Neighbouring Borough Comparison	By comparing ourselves against our neighbouring boroughs we will learn and understand how and where other authorities have been successful in reducing casualties. The results of this comparison will be reported to Members in March 2018.	Initial interviews have taken place.		12-Sept- 2017	31- Mar- 2018
CR20i Active City Network	As agreed in the Work Plan engagement with the City communities on Road Danger Reduction would be delivered through the Active City Network. We deliver two major events a year, provide monthly road shows at businesses and provide employers, residents and visitors with a platform for two way communications regarding strategies to deliver road safety improvements. Progress will be reported to Members in March 2018.	To date we have developed the branding and structure of the network, delivered, two business conference events with over 200 people representing at least 90 City organisations. 10 business roadshows, led rides and walks, community events, published a best practice guide and send quarterly newsletters.		12-Sept- 2017	31- Mar- 2018
CR20j Safer Goods Vehicles	By 31st March 2018 all active construction sites in the City of London will have been visited to audit their level of compliance with the national CLOCS (Construction Logistics and Community Safety) scheme. The objective is to provide appropriate support to enable 75% of sites to be CLOCS compliant.	Half of sites have been visited of which 50% supplied evidence they were CLOCS compliant (and have, therefore, been awarded the City Mark road safety sign).		12-Sept- 2017	31- Mar- 2018

Appendix 2

Road Injuries in the City of London: 2011 - 2016

Serious Injuries in the City of London

	2011	2012	2013	2014	2015	2016
Pedestrian	12	17	22	18	21	27
Pedal Cycle	23	25	19	20	10	14
Powered 2 Wheeler	12	9	12	8	7	5
Car	1	1	0	3	0	0
Taxi	0	1	2	0	1	1
Bus Or Coach	1	2	4	2	3	2
Goods Vehicle	0	0	0	0	0	0
Other Vehicle	0	0	0	0	0	0
Private Hire	0	0	0	0	0	0
Sum	49	55	59	51	42	49

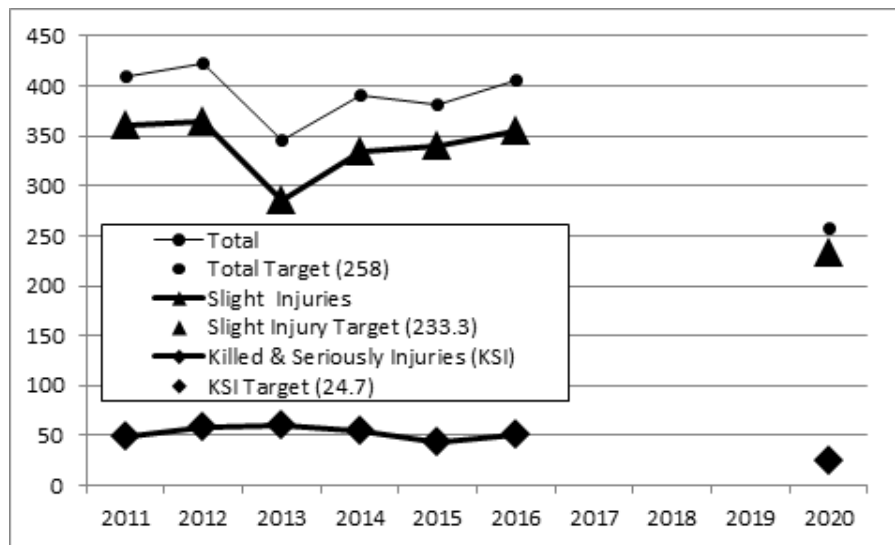
Fatal Injuries in the City of London

	2011	2012	2013	2014	2015	2016
Pedestrian	0	2	0	1	0	1
Pedal Cycle	0	1	1	3	1	0
Powered 2 Wheeler	0	0	0	0	0	1
Car	0	0	0	0	0	0
Taxi	0	0	0	0	0	0
Bus Or Coach	0	0	0	0	0	0
Goods Vehicle	0	0	0	0	0	0
Other Vehicle	0	0	0	0	0	0
Private Hire	0	0	0	0	0	0
Sum	0	3	1	4	1	2

Slight Injuries in the City of London

	2011	2012	2013	2014	2015	2016
Pedestrian	86	83	70	95	98	83
Pedal Cycle	126	124	106	116	123	130
Powered 2 Wheeler	59	64	49	70	48	66
Car	40	41	27	17	30	27
Taxi	16	23	9	9	15	20
Bus Or Coach	21	20	20	22	16	16
Goods Vehicle	8	10	4	5	9	12
Other Vehicle	4	0	0	1	0	0
Private Hire	0	0	0	0	0	0
Sum	360	365	285	335	339	354

Appendix 3



Road Injuries in the City of London: 2011 – 2016 in relation to 2020 targets (Transport for London, Stats19)