

<b>Committee(s)</b>	<b>Dated:</b>
Audit & Risk Management	25092018
<b>Subject:</b> CR20 – Road Safety	<b>Public</b>
<b>Report of:</b> Director of the Department of Built Environment	<b>For Information</b>

### **Summary**

This report considers actions taken to mitigate corporate risk CR20: Road Safety and track the progress made to date against previously agreed actions. (see Appendix 1)

The past 12 months have seen schemes proceed, campaigns be undertaken, a new RDR & AT Plan be prepared and consulted on and, a Transport Strategy be developed. The Bank on Safety scheme has been a focus for the organisation and the public throughout the past 12 months. A successful outcome to that project will be key to meeting the risk target.

### **Recommendation(s)**

Members are asked to note the report.

### **Main Report**

#### **Background**

1. The safety on the City's streets remains an issue and the number of casualties, especially in the category of Killed and Seriously Injured had not decreased at the end of 2016.
2. Data for the whole of 2017 has not yet been made available to the City; due to a change in system and process nationally and in London. In addition, there are now three definitions of serious casualties and the historic data sets are being rebased over preceding years by Transport for London. This will be helpful in the long term but is unhelpful at present. The latest data is shown in Appendices 2 and 3. The new categories are shown in Appendix 4.
3. The casualty data was reviewed extensively to inform the latest Road Danger Reduction and Active Travel Plan (RDR&AT Plan). Between 2014 - 2016, killed or serious injuries to cyclists have declined despite continued rise in numbers choosing to cycle. The number of pedestrians has also been rising and this trend is mirrored in a rise in the number serious injuries to pedestrians. Pedestrians

now account for over half of all killed or serious injury in the City. Reversing this trend is therefore the focus of the RDR&AT Plan.

4. Historically, there is no clear correlation between traffic changes due to significant roadworks and casualty trends. That remains the case. Over the last few years, the casualty trend seen in the City matches that of central London. The City has to work effectively with Transport for London. Whilst Transport for London are responsible for 10% of the highways within the City, approximately 45% of the casualties occur on their streets.
5. The number and type of users of the City's streets is changing. There are more pedestrians and more cyclists expected on the City streets. Both feature highly in the casualty statistics. Without intervention, casualty figures would be expected to rise.

### **Progress on existing and additional Mitigating Controls**

6. The 'Bank on Safety' scheme has proved to be successful based on provisional data and to have met all of the success criteria. The Policy and Resources Committee agreed to make the experiment permanent on the 6<sup>th</sup> September. A final decision on the future of the Bank on Safety scheme was due to take place on the 13 September. If approved, the target risk rating of 6 will have been achieved by the target date.
7. The Road Danger Reduction and Active Travel Plan (5 years) was out for public consultation during July and August. 511 responses were received and are currently being analysed. A report will be presented to the Streets and Walkways Sub Committee and the Planning and Transportation Committee in the Autumn. This will highlight the responses to the plan and the suggested changes.
8. During the same period, the draft vision, aims and outcomes for the Transport Strategy (5 to 25 years) were consulted on and 500 responses were received. The need to make the streets safer is a key part of the new strategy. The results of the consultation and the detailed proposals are being taken through the Local Plan Sub-Committee of Planning and Transportation. The proposals are due to be approved by the Planning and Transportation Committee on the 30<sup>th</sup> October 2018. Further public consultation on the proposals for the transport strategy is programmed to take place in November and December 2018.
9. Whilst consultation on the RDR&AT Plan has been underway, campaigns continue. Be brake ready through July, August and September has focussed on the speed and behaviour of cyclists, aiming to reverse a rising trend of cyclist and pedestrian collisions. During the Autumn, campaigns will include lights for cyclists and focus on other user groups.
10. The most dangerous vehicle category in terms of fatalities is Heavy Goods Vehicles. Through the City Mark project every major live construction site has been visited to encourage and support compliance with Construction Logistics and Community Safety (CLOCS) standards. This will become business as usual going forward.

11. A track of previous actions is shown in Appendix 1.

### **Future Actions**

12. Development of a coherent Transport Strategy and its consultation (November and December) and subsequent adoption by 31 March 2019 will seek to reduce the risk of casualties.

### **Conclusion**

13. Assuming that the decision of the Court of Common Council on the 13 September is to make the Bank experiment permanent, the target risk and score will be achieved. The adoption of Vision Zero and approval of a Transport Strategy that contains proposals to meet Vision Zero will further reduce the risk rating and score.

### **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 – New casualty definitions

### **Background Papers**

**None**

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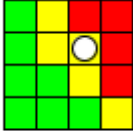
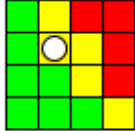

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# CR20 Road Safety

Report Author: Richard Steele

Generated on: 11 September 2018

# APPENDIX 1

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
<b>CR20 Road Safety</b>	<p><b>Cause:</b> 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 &amp; legal processes take time to deliver</p> <p><b>Event:</b> The number of casualties occurring in the City rises instead of reducing.</p> <p><b>Effect:</b> 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>	<p>12</p>	<p>The risk remains unchanged.</p> <p>The permanent Bank Junction long term scheme is still on hold.</p> <p>The experimental safety scheme conclusion report was presented to Project Sub Committee on 18 June, Streets and Walkways Sub Committee on 3 July, Planning and Transportation Committee on 10 July &amp; Policy and Resources Committee on 6 September. The final decision whether or not to make the experimental traffic orders at Bank Junction (to restrict traffic to bus and cycle only, Monday to Friday 0700-1900) permanent will be made at the Court of Common Council on 13 September.</p> <p>The public consultation on the Road Danger Reduction and Active Travel Plan closed on August 5th. 511 responses were received. These are now being analysed and a report will be presented to Streets and Walkways and Planning and Transportation Committee in the Autumn.</p> <p>The Be Brake Ready campaign in July and August is focusing on the</p>	 <p>Likelihood</p> <p>Impact</p>	<p>6</p>	<p>31-Oct-2018</p>	

23-Oct-2015 Carolyn Dwyer				behaviour and speed of cyclists. Pop-up events were held at Ludgate Circus, the Eastern City Cluster and Queen Street.  As at 17th August there are 50 Live construction sites in the City, of which only 17 are not CLOCS champions, however this is as they are either fit outs only and therefore too small (2 sites), are nearing completion (6 sites), new start sites (5 sites) or are run by Irish based companies which don't currently register with the UK CLOCS scheme (4 sites). City Mark will now become business as usual.  <b>11 Sep 2018</b>				Constant
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Action no, Title,	Description	Latest Note	Action owner	Latest Note Date	Due Date
CR20b Permanent Bank Junction redesign	Permanent Bank Junction redesign	The permanent long term scheme is still on hold.  The experimental safety scheme conclusion report was presented to Project Sub Committee on 18 June, Streets and Walkways Sub Committee on 3 July, Planning and Transportation Committee on 10 July & Policy and Resources Committee on 6 September. The final decision whether or not to make the experimental traffic orders at Bank Junction (to restrict traffic to bus and cycle only, Monday to Friday 0700-1900) permanent will be made at the Court of Common Council on 13 September.	Steve Presland	11-Sep-2018	30-Nov-2018
CR20f Development of the Road Danger Reduction & Active Travel Strategy	In accordance with the agreed workplan the Road Danger Reduction & Active Travel Strategy is being prepared. Indicative milestones (1) draft to Planning & Transportation Committee in early 2018; (2) Public Consultation in Q2 of 2018; & (3) revised strategy to be presented to Planning & Transportation committee with recommendation for adoption Summer 2018.	The public consultation on the Road Danger Reduction and Active Travel Plan closed on August 5th. 511 responses were received. These are now being analysed and a report will be presented to Streets and Walkways and Planning and Transportation Committee in the Autumn.	Steve Presland	17-Aug-2018	01-Oct-2018

CR20g Pilot Behaviour Change Campaign	Behaviour Change Campaign to address 'inattention'. 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 Q4 2018/19.	The Be Brake Ready campaign in July and August is focussing on the behaviour and speed of cyclists. Pop-up events were held at Ludgate Circus, the Eastern City Cluster and Queen Street. Traffic cameras were set up at Queen Street to measure the impact of the campaign speed of cyclists and number of near misses with pedestrians. Initial results are encouraging and a full report on the impact of the interventions will be presented to Streets and Walkways and Planning Committee in the Autumn. This follows on from a multi-media campaign which included paid promotion on Facebook.	Steve Presland	17-Aug-2018	31-Mar-2019
CR20j Safer Goods Vehicles	The objective is to provide appropriate support to enable 75% of all active construction sites to be CLOCS compliant by summer 2018 including safer vehicles and trained drivers/ banksmen.	As at 17th August there are 50 Live construction sites in the City, of which only 17 are not CLOCS champions, however this is as they are either fit outs only and therefore too small (2 sites), are nearing completion (6 sites), new start sites (5 sites) or are run by Irish based companies which don't currently register with the UK CLOCS scheme (4 sites). We have subsequently visited 3 of the Irish sites all of which meet the CLOCS standards. The 33 remaining live sites all meet the CLOCS Standards and we have successfully encouraged them to register as CLOCS Champions through City Mark.  There are 5 recently started sites which have been contacted and visits have been arranged for the near future.  City Mark will now become business as usual.	Steve Presland	17-Aug-2018	31-Aug-2018

## Appendix 2

### Road Injuries in the City of London: 2011 – 2016

(2017 data set pending TfL verification)

#### 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
<b>Sum</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>2</b>

#### Serious Injuries in the City of London

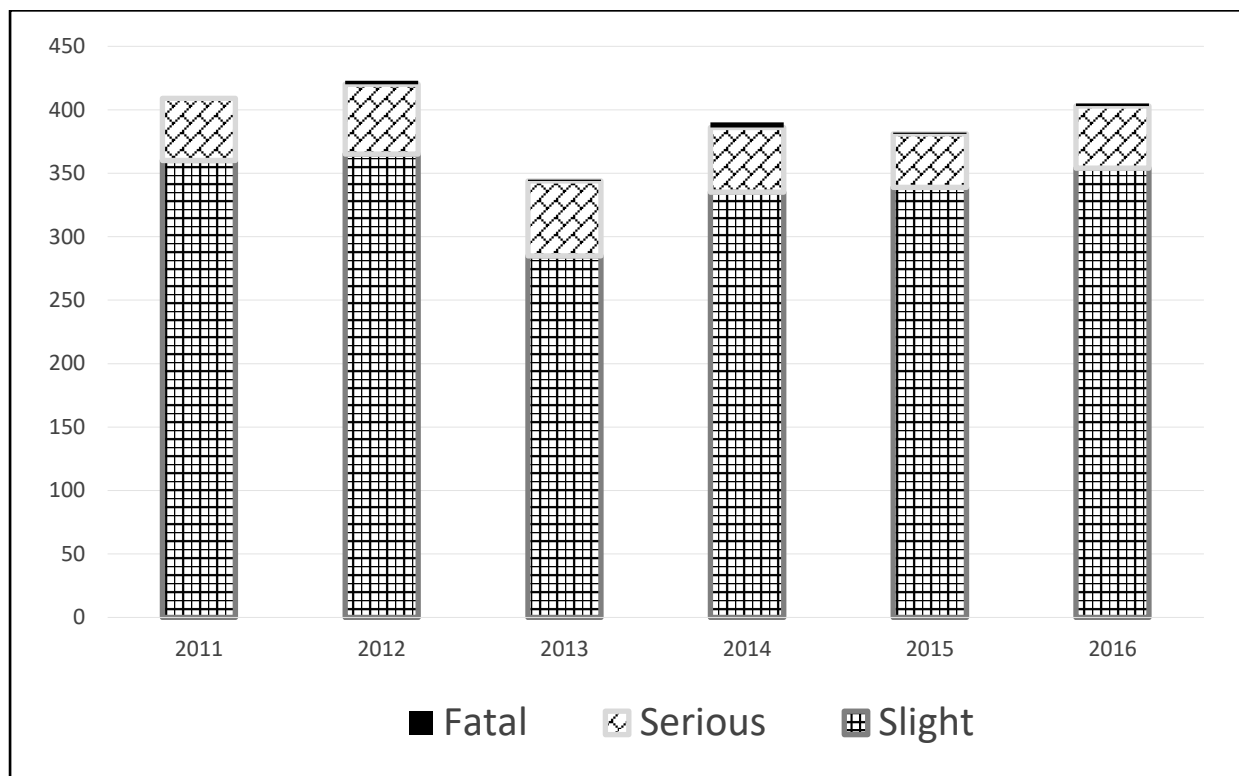
	2011	2012	2013	2014	2015	2016
Pedestrian	12	17	22	18	21	27
Pedal Cycle	23	25	19	20	10	14
Powered 2 Wheeler	12	9	12	8	7	5
Car	1	1	0	3	0	0
Taxi	0	1	2	0	1	1
Bus Or Coach	1	2	4	2	3	2
Goods Vehicle	0	0	0	0	0	0
Other Vehicle	0	0	0	0	0	0
Private Hire	0	0	0	0	0	0
<b>Sum</b>	<b>49</b>	<b>55</b>	<b>59</b>	<b>51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

#### 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
<b>Sum</b>	<b>360</b>	<b>365</b>	<b>285</b>	<b>335</b>	<b>339</b>	<b>354</b>

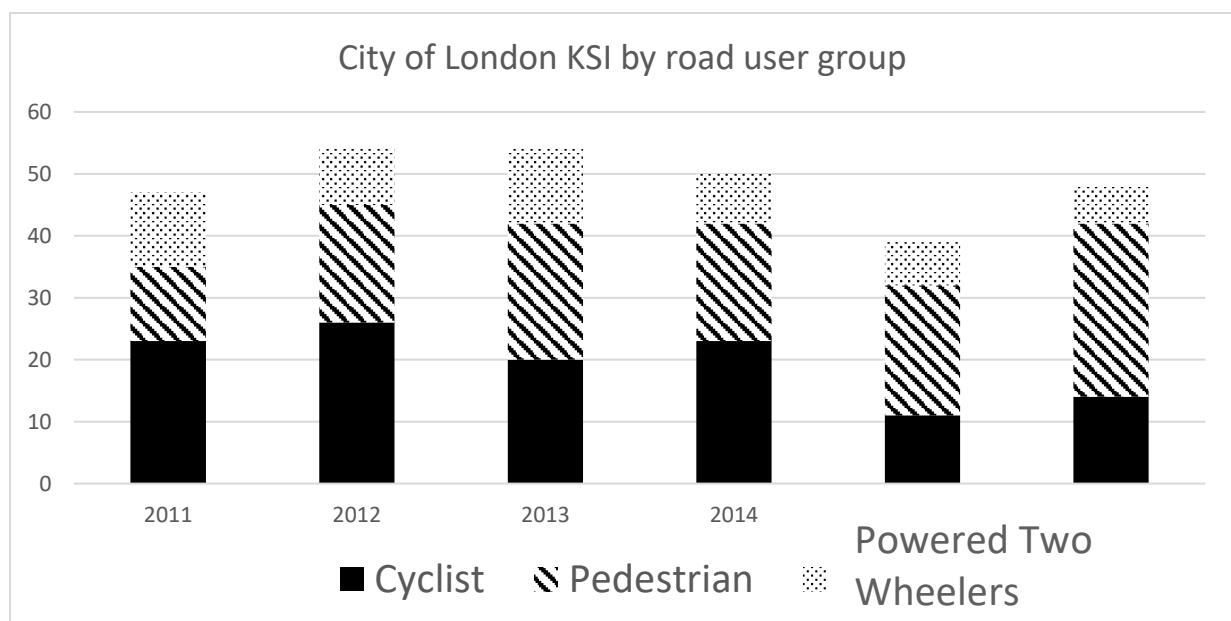
**Fig. 1 City of London Road Casualties 2011 – 2016 by severity**

While there are fluctuations, the numbers being injured on the streets of the City have remained roughly constant since 2011.



**Fig. 2 City of London Killed or Serious injury by road user group.**

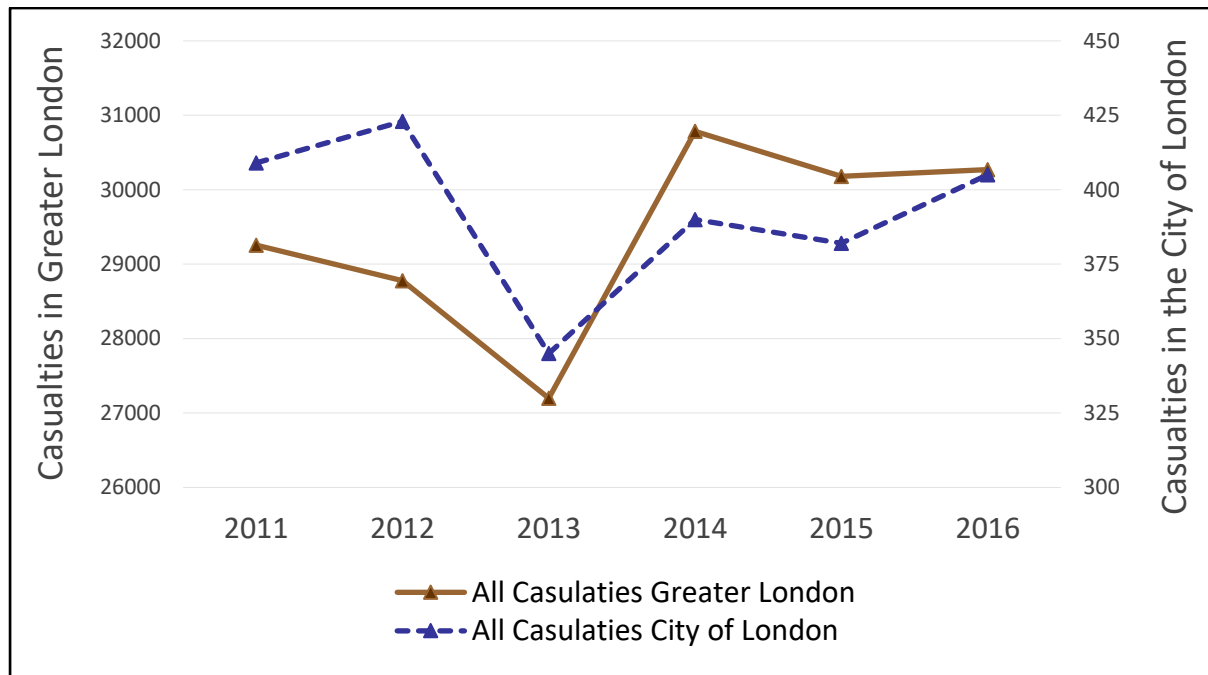
The profile of injury in the City is changing. The number of cyclists being killed or seriously injured is on a downward trend, while the number of pedestrians being killed or seriously injured is rising.





### Appendix 3

Road Injuries in the City of London comparison to Greater London: 2011 – 2016  
(Transport for London, Stats19)



This chart shows that over the past five years while there have been fluctuations, the total number of injuries, including the killed or serious injury categories, have remained at roughly constant. The variations in injury data in the City of London are comparable to trends in Greater London as a whole.

## **Appendix 4**

### **Changes to the Police Stats 19 injury classifications (November 2017).**

There has been a London wide increase in Serious Injuries since the end of 2017. This is down in part to changes in how injuries are classified, and the introduction of a drop-down box, leaving no discretion with the reporting officer in assessing the level of seriousness of the injury.

#### **Injury classifications**

##### **Slight**

Shock  
Bruising  
Sprains and strains  
Shallow cuts/lacerations/abrasions  
Whiplash or neck injury

##### **Less serious**

Other head injury  
Deep cuts/lacerations  
Fractured arm/collarbone/hand  
Fractured lower leg/ankle/foot

##### **Moderately serious**

Multiple severe injuries, conscious  
Deep penetrating wound  
Other chest injury, not bruising  
Fractured pelvis or upper leg  
Loss of arm or leg (or part)

##### **Very serious**

Multiple severe injuries, unconscious  
Internal injuries  
Severe chest injury, any difficulty breathing  
Severe head injury, unconscious  
Broken neck or back

##### **Fatal**

Deceased

## Appendix 5 – Major Projects Update

### Aldgate Square Update

The scheme went live on July 4<sup>th</sup> this year. The injury data shows 36 months prior to the scheme - injuries in the scheme area.

Injury severity	Number
Slight	78
Serious	10
Fatal	0

Injury mode	Number
Pedestrian	32
Cyclists	13
Passenger / driver	43

It is too early for post implementation data, early casualty statistics for the first year of operation should be available for review roughly 18 months post implementation.

### Bank on Safety Update

	Bank Junction	Bank Monitoring	City (excluding other areas)
5-year pre-implementation average (22 May 2012 – 21 May 2017)	15	80	155
1-year post implementation (22 May 2017 – 21 May 2018) (PROVISIONAL)	12	58	165
Change	-27%	-26%	+4%

(Scheme hours only Mon – Fri 7am – 7pm)

### Holborn Circus Area Enhancement – Figures as of Sept. 2017 (PROVISIONAL)

Overall injury report by severity. Project went live in May 2014

#### Overall injury report by severity

	36 Months Before	36 Months After	Reduction
Fatal	0	0	N/A
Serious	6	3	50%
Slight	33	22	33%
Total	39	25	36%

#### Vulnerable User (pedestrians, cyclists and powered two-wheeler) - injury report

	36 Months Before	36 Months After	Reduction
Pedestrians	6	4	33%
Cyclists	19	7	63%
Powered 2 Wheelers	9	6	33%
Other <sup>1</sup>	14	14	0%
Total	39	25	36%

<sup>1</sup> Bus, Car, Private Hire Vehicle, Taxi, Good Vehicles