

Committee(s)	Dated:
Audit & Risk Management	16 July 2019
Subject: CR20: Road Safety Risk deep dive	Public
Report of: Director of the Built Environment	For Information
Report author: Bruce McVean, Department of the Built Environment	

Summary

At the request of the Planning & Transportation Committee, CR20: Road Safety Risk has been reviewed and revised (Appendix 1).

The City of London Transport Strategy (adopted May 2019) sets out proposals to apply the safe systems approach and the principles of road danger reduction to deliver Vision Zero. The City Corporation has committed to eliminate death and serious injuries on the City's streets by 2040.

Measures to deliver Vision Zero and reduce road danger are being delivered across four themes: Safer streets; Safer speeds; Safer vehicles; and Safer behaviours.

While the total number of casualties has reduced between 2017 and 2018, provisional 2018 casualty figures for the City of London show a significant increase (42%) in serious injuries. This is currently being investigated and may be linked to changes in the way the City of London Police classify injuries, which were introduced in November 2017.

Recommendation(s)

Members are asked to note the report.

Main Report

Background

1. At the request of the Planning & Transportation Committee, CR20 – Road Safety Risk has been reviewed and revised (Appendix 1). The revision has updated the Effect to ensure it describes the true impacts of collisions, including the potential for physical and mental harm by those involved in collisions and their associates. The Cause has been updated to reflect the adoption of the City of London Transport Strategy.
2. The City of London Transport Strategy (adopted May 2019) sets out proposals to apply the safe systems approach and the principles of road danger reduction to deliver Vision Zero.

3. The City Corporation has committed to eliminate death and serious injuries on the City's streets by 2040. Interim targets are that no more than 35 people a year are killed or seriously injured by 2022 and that there are fewer than 16 deaths or serious injuries a year by 2030. These targets are aligned with the Mayor of London and TfL's trajectory to achieve Vision Zero across London.
4. Measures to deliver Vision Zero and reduce road danger will be delivered across four themes:
 - Safer streets - redesigning streets to reduce the likelihood and severity of collisions
 - Safer speeds - reducing the speed of vehicles to decreases the likelihood of a collision and the severity of injury in the event of one
 - Safer vehicles – promoting and championing measures to encourage the use of safer motor vehicles
 - Safer behaviours – encouraging all users of the City's streets to travel safely
5. Applying the safe system approach and the principles of road danger reduction means:
 - Being proportional in our efforts to tackle the sources of road danger, focussing on those users of our streets who have the greatest potential to harm others due to the size and speed of their vehicle
 - Recognising that people will always make mistakes and that collisions can never be eliminated. Our streets must therefore be designed, managed and used to cater for an element of human error and unpredictability
 - Reducing vehicle speeds on our streets to minimise the energy involved in collisions and protect people from death or injury
 - Seeking to reduce slight injuries and fear of road danger alongside the principal focus on eliminating death and serious injuries

Casualty figures

6. Provisional 2018 casualty figures for the City of London are (2017 figures in brackets):
 - Fatalities: 1 (2) fatality
 - Serious injuries: 74 (52) serious injuries
 - Slight injuries: 211 (366) slight injuries
7. While the total number of casualties has reduced – from 420 in 2017 and 286 in 2018 – there has been a significant increase (42%) in serious injuries. The reasons for this increase are currently being investigated and may be linked to changes in the way the City of London Police classify injuries. These were introduced in November 2017 and remove subjectivity from the system by strictly classifying injuries to groups with a linked severity.
8. A similar increase in the number of serious injuries occurred when the Metropolitan Police changed their system for recording injuries in 2016. For example, Westminster experienced a 66% increase in serious injuries between 2016 and 2017.

9. We will work with Transport for London and the City of London Police to identify the significance of the change in reporting methodology on the rate of reported serious injuries as more data becomes available.

Mitigating actions

10. Current actions to deliver Vision Zero and mitigate the CR20 risk are summarised below.

Safer streets

11. Bank on Safety and All Change at Bank: The timed access restrictions at Bank junction were made permanent in September 2018. Interim measures to further improve safety by providing more space for people walking will be delivered by spring 2020. Options for permanent change at Bank are currently being developed with the aim of delivering a transformational project that closes 2-3 arms of the junction to motor vehicles by 2022 (subject to Fundamental Review).
12. Ludgate Circus: We have been working with TfL to deliver safety improvements at Ludgate Circus. TfL have proposed introducing a restriction on vehicles turning left from Ludgate Hill on to New Bridge Street. This will allow more green man time to be allocated to pedestrians. TfL expect to deliver these changes in the autumn.
13. Bishopsgate and Gracechurch Street: We are liaising with TfL on potential changes to the junction of Bishopsgate and Bevis Marks/Wormwood Street and Gracechurch Street and Fenchurch Street/Lombard Street. These changes will improve safety for people walking and cycling through these junctions.
14. City cycle network: The Transport Strategy includes a proposal to create a network of safe and attractive routes for cycling in and through the City. Feasibility work on the first phase of the network will begin this year. Improvements to Quietway 11, including changes at Queen Street, will also be delivered this year.
15. Moorgate: Improvements to Moorgate, including the junction with London Wall, in conjunction with Crossrail.
16. Puddle Dock: We are working with TfL to deliver a pedestrian crossing on Upper Thames Street at Puddle Dock, with associated pedestrian improvements to Puddle Dock, by 2021.
17. City Cluster: A Healthy Streets Plan for the City Cluster is currently being developed. This will identify opportunities to change traffic movement and deliver greater pedestrian priority in line with the City Cluster Vision.

Safer speeds

18. 15mph speed limit: Subject to Department for Transport (DfT) approval a City-wide 15mph speed limit will be introduced by 2022. Work this year is focused on developing the submission to the DfT.

19. TLRN 20mph speed limit: We are supporting TfL's proposal to introduce a 20mph speed limit on Upper Thames Street, Lower Thames Street, Minorities, Goodman's Yard and Mansell Street by 2020.

Safer vehicles

20. We are continuing to promote the use of safer vehicles through fleet accreditation schemes, such as the Fleet Operator Recognition Scheme (FORS), and other industry standards, such as Construction Logistics and Community Safety (CLOCS).

Safer behaviours

21. Education and engagement activities, many delivered in partnership with the City of London Police, include:
- Be Brake Ready campaign, highlighting the crowded nature of the City's streets the need for people driving and riding in the Square Mile to be ready to stop.
 - Safer City Rider campaign, encouraging safe riding by motorcycle and moped riders
 - Developing the Active City Network to engage with City businesses and their employees

Current and target ratings

22. Following the revision of the risk description the risk rating has been updated. Impact has increased from 4 Major to 8 Extreme. This reflects the potential for death or serious injury from road traffic collisions and associated impacts.
23. Likelihood has reduced from 3 Possible to 2 Unlikely. This reflects the Corporation's commitment to delivering Vision Zero as set out in the Transport Strategy, the current and planned programme of investment and activities.
24. The Committee's view on the Likelihood rating would be welcome, particularly whether this should be increased to 3 (Possible), bringing the overall score to 24. While the City Corporation has adopted a bold approach to delivering Vision Zero it will be several years before the projects and initiatives outlined above are delivered. The pace of delivery of these and future actions may also be impacted by resource constraints.
25. The target risk rating is also currently 8 and 2. A lower rating is not considered achievable in the medium term. This reflects the very significant change required to completely avoid the risk of a fatality occurring on the City's streets and the length of time required to deliver that change.

Conclusion

26. The City Corporation is committed to delivering Vision Zero and eliminating death and serious injury on the City's streets by 2040, with ambitious interim targets outlined in the City of London's Transport Strategy. A comprehensive programme

of projects and activities to deliver Vision Zero is currently being implemented, this includes working with TfL to deliver improvements on the Transport for London Road Network.

Appendices

- Appendix 1: CR20: Road Safety Risk

Background Papers

- [City of London Transport Strategy](#)

Bruce McVean

Acting Assistant Director (City Transportation)

T: 020 7332 3161

E: bruce.mcvean@cityoflondon.gov.uk

CR20 Road Safety

Report Author: Paul Dudley

Generated on: 28 June 2019



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 23-Oct-2015 Carolyn Dwyer	<p>Cause: Limited space on the City's medieval street network to cope with the increased use of the highway by vehicles, pedestrians and cyclists within the City of London. Interventions and legal processes take time to deliver safely and effectively</p> <p>Event: The City Corporation's statutory duties and the measures outlined in the Transport Strategy are not fully and effectively implemented.</p> <p>Effect:</p> <ul style="list-style-type: none"> •The number of casualties occurring on the City's streets rises or remains unchanged instead of reducing •The safety and feeling of safety of the City's communities is adversely affected (Corporate Plan Outcome 1) •Physical or mental harm suffered by those involved in collisions and their associates •Economic costs of collisions impact on individuals, City businesses and wider society •The City Corporation's ability to improve road safety is adversely impacted with businesses and/or the public by virtue of a loss of credibility and/or authority. <p>(Revised risk description 27/6/19)</p>	Likelihood Impact	16	Following the revision of the risk description the risk rating has been updated. Impact has increased from 4 Major to 8 Extreme. This reflects the potential for death or serious injury from road traffic collisions and associated impacts. Likelihood has reduced from 3 Possible to 2 Unlikely. This reflects the Corporation's commitment to delivering Vision Zero as set out in the Transport Strategy, the current and planned programme of investment and activities, and TfL's proposed changes to Ludgate Circus. 27 Jun 2019	Likelihood Impact	16	31-Mar-2022	 Increasing

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
CR20l	A programme of projects to reduce road danger on the City's streets including: <ul style="list-style-type: none"> • Bank on Safety and All Change at Bank • RDR engineering programme • 15mph traffic limit • Ludgate Circus (lead by TfL) 	Interim improvements to Bank Junction are expected to be delivered immediately following the Lord Mayor's Show. Funding has been identified to allow All Change at Bank to progress while the Fundamental Review is ongoing. A programme of minor schemes, such as raised tables, will be delivered throughout the year. Work is underway to prepare the submission to DfT requesting permission to implement the 15mph speed limit, including baseline speed monitoring in the autumn and establishing a CoL/CoL Police working group. TfL have confirmed that they aim to delivering changes to Ludgate Circus by the autumn.	Zahur Khan	27-Jun-2019	31-Mar-2022
CR20m	Campaigns and engagement activities to encourage safe behaviours and promote safe vehicles, including: <ul style="list-style-type: none"> • Active City Network • User and stakeholder liaison • Schools programme 	The Active City Network website has been updated. A joint campaign with the CoL Police will target powered two-wheeler riders will be delivered in late June. Continuing programme of roadshows in partnership with employers. Continuing to engage with insurance industry representatives to explore opportunities to collaborate on approaches to improving van driver behaviour.	Zahur Khan	27-Jun-2019	31-Mar-2022