

Committee(s): Police Authority Board Planning and Transportation Committee	Date(s): 29 July 2020 8 September 2020
Subject: Road Danger Reduction & Active Travel Plan 2020/21 - 2022/23	Public
Report of: Director of the Department of Built Environment Commissioner of Police Pol 57-20	For Information
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Summary

This 5 year Road Danger Reduction and Active Travel plan (RDR Plan) was developed with the ambition of getting the City on target for meeting the Vision Zero objectives outlined in the Mayor's Transport Strategy, whereby the annual number of people killed or seriously injured (KSI) in traffic incidents is zero by 2041. This plan is integral to the Transport Strategy Delivery Plan which is updated annually. The RDR Plan has been updated to cover the period 2020/21 - to 2022/23. The schemes within this which are particularly relevant to Road Danger Reduction are included as an appendix to this report.

Since March 2020 funding for the Transport Strategy and therefore the Road Danger Reduction Plan has been affected by TfL pausing all usual Local Implementation Plan funding. TfL has prioritised available funding for temporary interventions on London's streets to allocate greater space for walking and cycling, and help reduce the risk of infection from Covid-19. Given this situation the plan will be reviewed once we have a clearer indication of funding and programme implications later this year.

The draft plan can be seen in Appendix 2. It includes a number of behaviour change, enforcement, engagement and engineering initiatives that support safer travel by active modes (walking and cycling), whilst reducing road risks at source.

The draft plan includes:

- Work to request permission for 15mph speed limit is continuing this year in discussion with CoLP. During the covid-19 response an advisory 15mph limit is in place and we will be monitoring speeds during this period.
- Encourage the uptake of intelligent speed adaptation (ISA) in the Square Mile the roll out of bus ISA on routes which operate in the Square Mile and through our own fleet procurement practices
- All Change at Bank - Junction and surrounding streets, walking and public realm improvements – scheme development.
- St Mary Axe - Experimental timed closure, allowing pedestrian priority.
- Road Danger Reduction priority schemes at a number of locations.

Covid-19 joint response working.

CoLP officers are engaged on the City Transportation's operational group which is managing the introduction and any issues around the on-street temporary measures being implemented as a response to Covid-19 and preparing for the return to work. A number of actions have been identified to ensure a timely response to any issues, including:

- a new cycle training plan to ensure more officers are able to move around these areas quickly and are better placed to address those who may be causing a danger to others. Any issues arising will be approached working in partnership with the Strategic Transportation Team in the CoL.
- Where specific issues are raised requiring a response, these will be monitored through the Force's daily management process, with outcomes reported at the Force's Tactical Tasking and Coordination Group for oversight and allocation of any additional resource required.

Roads Policing Officers continue to patrol the adapted areas as part of their routine patrols and as yet no issues have been encountered or reported.

Recommendation(s)

Members are asked to note the report and the draft Road Danger Reduction and Active Travel Plan 2020/21 – 2022/23 .

Main Report

Background:

1. In July 2018, TfL released the Vision Zero Action Plan which proposes following the Safe System Approach. The City's Transport Strategy proposal 20, adopts the safe system approach and the principles of road danger reduction to deliver Vision Zero. We have adopted an earlier target to eliminate death and serious injuries on the City's streets by 2040, to tie in with our Transport Strategy. Our 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.
2. The Safe System approach ensures road danger reduction is delivered across four themes:
 - Safer streets
 - Safer speeds
 - Safer vehicles
 - Safer behaviours
3. This plan is integral to the Transport Strategy Delivery Plan which is updated annually. The Transport Strategy Delivery Plan has been updated to cover the period 2020/21 - to 2022/23. The schemes within this which are particularly relevant to Road Danger Reduction are included as an appendix to this report

2019/20 joint working and campaigns.

4. The theme for 2019 was 'Be Brake Ready'. The full list of 2019 programme is in the appendix, key joint activities include:
 - City of London Police - support to their winter speed enforcement campaign, Speed Campaign - safer speeds with schools; safer riders forum promoting training and safer drivers - van forum promoting training. Additional police enforcement time was funded in order to meet shared road danger reduction priorities, particularly targeting speed.
 - The 2Wheels campaign targeting Motorcycle and cyclists. Support and engagement with motor and pedal riders to better understand the issues and research opportunities to make riding safer through the Riders Forum.
 - Working through the Riders Forum on a campaign to be delivered in partnership with Motor Cycle Industry Association, City Police and London Fire Brigade. One week of offering free locks and training, followed by a week of police enforcement.
 - Mobile phone/Distracted campaign with schools and LRSC - Lead in the development of the London Road Safety Council Distraction Campaign for safer behaviours and road safety.
 - Adult cycle training and maintenance checks delivered, at quarterly intervals.

Capital projects and schemes 2019/20

5. Key progress at the year-end on projects and activities to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk, includes:
 - Ludgate Circus - banned left turn experiment at Ludgate Circus to address pedestrian casualty / safety issue.
 - Bank on Safety scheme - Approximately 50% of pavement widening at Bank junction complete at the end of March, before pausing due to the CCOVID-19 pandemic.
 - Road Danger Reduction priority schemes - Works to deliver safety improvements at Gresham Street/Old Jewry and Basinghall Street are substantively complete.
 - Begun data cleaning and analysis of casualty and speed data to support the 15mph submission to the Department for Transport (DfT).
 - Supporting the implementation of a 20mph speed limit on all Transport for London Road Network (TLRN) streets within the Square Mile.
 - City Streets 20 mph Streets south of Upper and Lower Thames Street brought into 20 mph limit alongside TfL scheme
 - Puddle Dock Pedestrian route - safety and provision of new walking route, works commenced (further scheme elements to be delivered by TfL on TLRN)
 - Cycle route Quietway 11 Queen Street upgrade - Cycle infrastructure upgrades partially completed.

Current Position:

RDR Plan 2020/21-2022/23

6. The Road Danger Reduction Plan has been drafted for the next 3 year period, but given the pause on funding in the current financial year and potential future year implications the RDR cannot be finalised. TfL funding covers a significant proportion of our behaviour change programme but there is some City funding and staff time committed between City of London Police and City Transportation teams which will allow some elements of the training and campaigns programme to continue.
7. The pause on funding of schemes has implications for delivering the City of London Transport Strategy in the immediate future. In the longer term the projects and initiatives delivered as part of the response to Covid-19 recovery may enable delivery of some elements of the Transport Strategy quicker than originally planned.
8. We will review the City's Transport Strategy 3 year Delivery Plan which includes all road danger reduction schemes in September. Other funds available for capital schemes may also be impacted but less likely in current financial year.
9. TfL have diverted current year spend to temporary measures which are designed to address safety issues but in particular with relevance to government guidelines on safe distances, in the response to covid-19 and the return to work. Some of these measures may be considered for more permanent intervention, which will need to go through usual approval

procedures but which may deliver some road danger reduction measures sooner than planned. .

10. Working in partnership with the City Police is an essential element for successful delivery of all of the ten steps, and integral to the delivery of all four themes of the Safe System Approach: Safer Streets, Safer Speeds, Safer Vehicles and Safer Behaviours, therefore this draft plan has been prepared with City Police to be seen as a joint document. The key actions are set out in the table in appendix 2.
11. Actions which are continuing in 2020/21 during the pause on funding include:
 - Work to request permission (from the DfT/Secretary for State) for 15mph speed limit is continuing this year in discussion with CoLP. During the covid-19 response an advisory 15mph limit is in place and we will be monitoring speeds during this period.
 - We will encourage the uptake of intelligent speed adaptation (ISA) in the Square Mile by asking TfL to prioritise the roll out of bus ISA on routes which operate in the Square Mile by 2022 and by adopting ISA in our own fleet procurement practices
 - We will continue to use our Planning powers to encourage high standards of freight operation for large development sites.
12. Capital projects which address road safety issues continuing in 2020/21 (as funding already committed) include:
 - All Change at Bank - Junction and surrounding streets, walking and public realm improvements – scheme development.
 - St Mary Axe - Experimental timed closure, allowing pedestrian priority.
 - Liverpool St Crossrail Integration - Walking improvements to junction and surrounding public realm (in conjunction with Crossrail) and to streets connecting Liverpool Street Station - Phase 1 – Under construction, fully funded by Crossrail in immediate area around station;
 - City of London Street Accessibility Standard and Audit, and plan for delivery

Current partnership working update - Covid-19 impact.

13. CoLP officers are engaged on the City Transportation's operational group which is managing the introduction and any issues around the on-street temporary measures being implemented as a response to Covid-19 and preparing for the return to work.
14. A number of streets around the City of London have been identified for adaptation to allow for the increase in people walking and cycling to work during the post-COVID-19 return to work. Officers from the CoLP have carried out a site survey of these, identifying which may increase the likelihood of collisions or other issues occurring and those where the new measures are unlikely to have an impact. The force has developed a new cycle training plan to ensure more officers are able to move around these areas quickly and are better placed to address those who may be causing a danger to others. Any issues arising will be approached working in partnership with the Strategic Transportation Team in the CoL.

15. Officers from Roads Policing will attend sites with a member of the Strategic Transportation Team to carry out joint surveys of road user behaviour during busy periods and assess whether the measures contribute to an adverse impact and if so, the likely causation factor(s), such as road design, poor signage, lack of knowledge or inconsiderate behaviour. This information will decide the most appropriate course of action, with both teams working together on solutions, but leading on different aspects.
16. The Strategic Transportation Team will take the lead on education and communication activity with CoLP support and where enforcement is needed, officers from CoLP will provide this. Where specific issues are raised requiring a response, these will be monitored through the Force's daily management process, with outcomes reported at the Force's Tactical Tasking and Coordination Group for oversight and allocation of any additional resource required. Roads Policing Officers continue to patrol the adapted areas as part of their routine patrols and as yet no issues have been encountered or reported.

Collision Statistics

17. During the past 5 years, KSIs have remained fairly constant, averaging 50 per year. This is lower than any London Authority, but is not in line with the 2020 target of 25 KSI set in the *2013 Road Danger Reduction Plan*. Detailed analysis of the 2018 and 2019 data is still being undertaken by CoLP, with support from City Transportation to understand location and nature of collision. Initial analysis indicates there are reductions in collisions, but given the need to look at accident data over rolling averages for trend analysis, and ensure clear understanding of reasons, further analysis and investigation is taking place.

Corporate & Strategic Implications

18. Delivery of the Transport Strategy and RDR Plan helps mitigate corporate risk CR20 – Road Safety.
19. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12. It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4.

Implications

20. The requirement to pause on LIP funding has an impact on funding to the City of up to £1.27 million. It is possible that some of this work can go ahead in the second half of 2020/21 depending on TfL funding and priorities and further approvals. LIP funding makes up almost all of the RDR campaigns and training budget and some of the smaller RDR streets projects, therefore having an impact on this area of work. TfL anticipate further announcements on current year funding will not be given until September 2020 at the earliest. Although TfL funding covers a significant proportion of our behaviour change programme there is some City funding and staff time committed by both City of London Police and City Transportation teams which will allow some elements of the training and campaigns programme to continue

Conclusion

21. Funding from TfL is paused for all LIP programmes and projects. Work on transport and public realm projects with all or part TfL funding will only continue where considered appropriate, but with consideration to prevent abortive work and ensure that no unnecessary costs are incurred. Work on projects and schemes is also proceeding with caution to understand the emerging traffic/behaviour patterns where these are fundamental to any proposals.
22. Measures adopted over the last five years for road danger reduction have been successful in delivering an improvement in the casualty rate in the City. More significant reductions in killed and serious injury numbers will require the adoption of new and more radical measures that prioritise active travel and support Healthy Streets.
23. The RDR Plan focuses on what we can do in the short term. Longer term reduction in casualties will rely heavily on the delivery of the measures proposed in the Transport Strategy for the City. Some of the covid-19 response measures may be considered for more permanent intervention, which will need to go through usual approval procedures but which may deliver some road danger reduction measures sooner than planned.
24. A review of the RDR Plan will take place in Autumn 2020 once the funding position is clearer and be brought back to the this Board and Planning & Transportation Committee.

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Appendices

- Appendix 1: 2019 joint working and campaigns.
- Appendix 2: draft plan of schemes and behaviour change activity