

Committee(s):	Date(s):
Planning and Transportation	25 th June 2013
Subject: Road Danger Reduction Plan 2013 - Progress Report	Public
Report of: Director of the Built Environment	For Decision
Ward (if appropriate): All wards	
<u>Summary</u>	
<p>The Road Danger Reduction Plan (RDRP) was approved in principle by the Streets & Walkways Committee (11th December 2012) and Planning & Transportation Committee (15th January 2013). This report fulfils the commitment to set out a detailed delivery plan for 2013/14 and summarises progress towards funding and implementation of the measures in the action plan.</p>	
Recommendations	
<p>I recommend that your Committee agrees to:</p> <p>Approve the delivery plan and funding arrangements for the short term RDRP actions (up to December 2014) as set out in the table in Paragraph 5 of this report.</p>	

Main Report

Background

1. The Streets & Walkways Committee (11th December 2012) and Planning & Transportation Committee (15th January 2013) agreed to :
 - i) Approve the Road Danger Reduction Plan in principle;
 - ii) Approve the measures set out for delivery up to December 2014 in Appendix 1 (of the RDRP); and
 - iii) Receive an annual report setting out future years' delivery plans and reviewing performance.
2. The Committees were advised that, subject to approving the Road Danger Reduction Plan in principle, a further more detailed report would be prepared setting out the detailed delivery plan for 2013/14.
3. This report summarises progress to date and provides more information about the delivery programme and funding arrangements.

Current Position

4. The RDRP focuses on a limited number of key initiatives for implementation in the short term (to December 2014) for which funding is available either from local risk budgets or

externally such as from TfL. It also includes the medium term (to December 2017), and the longer term (up to 2020 and beyond).

5. The approved action plan is reproduced in the table below. Details of the proposed delivery and funding arrangements for the short term actions have been added and the timeframe for each measure has been reviewed and updated. The delivery plan and funding arrangements for the medium and long term actions will be developed over the course of 2013/14 in the light of experience with implementing the short term actions.

	Action	Expected outcome	Timeframe
	Short term (to December 2014)		
1.	<p>Refocus Road Safety team to conduct safety monitoring of streets within the City to identify danger hotspots and possible remedial measures.</p> <p>Delivery Plan – The Road Safety Team has begun to refocus its work programme to undertake more safety monitoring of streets. By April 2013 the team will be devoting two person days per week to this activity which will deliver specific and generic solutions (using a professional view point) to improve the safety of dangerous (and potentially dangerous) streets in the top 20 ranked casualty streets over the course a full year.</p> <p>Funding – This change can be delivered by redeploying existing staff at no additional cost.</p>	Safer streets	April 2013
2.	<p>Investigate 20 mph speed limit/zone</p> <p>Delivery Plan – Investigations have been completed and a report on the findings appears elsewhere on this committee agenda.</p> <p>Funding – The cost of the survey work (£6k) has been met from the approved City Transportation local risk budget for 2012/13.</p>	Safer streets and people	May 2013
3.	<p>Implement 20 mph speed limit/zone (depends upon the outcome of 2 above)</p> <p>Delivery Plan – A separate report on the results of investigations into a potential 20 mph speed limit/zone appears elsewhere on this committee agenda. If approved, implementation of a City-wide 20mph zone/limit could be completed by December 2014.</p> <p>Funding – If approved as a project, a further report will be prepared detailing the cost of implementing a 20mph zone/limit and possible funding sources. This might include a bid for funds from TfL under the Mayor’s Cycling Vision programme.</p>	Safer streets and people	Dec 2014
4.	More focussed and evidence based enforcement/ETP activity, with a strong emphasis on cyclists, those on	Safer	

	<p>foot and motorcyclists. To include a cost benefit analysis based upon the promotion of safer cycling in Cheapside.</p> <p>Delivery Plan – A programme of monitoring the impact of the highway changes introduced as part of the Cheapside Enhancement Project is underway, with a particular focus on encouraging more considerate and safer behaviour on the part of all road users. The lessons from this initiative will be taken into account in formulating a more evidence based approach to enforcement and ETP (education, training and publicity) activity.</p> <p>The Road Safety Team and City Police will jointly review the existing programme of enforcement and ETP activity and develop a revised evidence-based programme with a strong emphasis on cyclists, pedestrians and motorcyclists by December 2013.</p> <p>Funding – The cost of the Cheapside monitoring (totalling £40K) is being met from the approved Cheapside capital project and on- street parking reserve.</p> <p>The review of the enforcement/ETP programme will be undertaken within existing staff resources in the Road Safety Team and City Police. Implementation of the revised programme will also be met from within existing resources.</p>	people	Dec 2013
5.	<p>Investigation and development of measures for implementation in the medium and longer term, including better data collection and analysis, development of a pedestrian model and commencement of a programme of street auditing looking first at junctions with high casualty rates and at least one key cycle route across the City.</p> <p>Delivery Plan – The City and City Police will jointly review the casualty data collected by the Police with a view to improving information on causation factors including collecting speed data when over 20 mph. The review will be completed by City Police by March 2014.</p> <p>A database of cycle counts across the City and collision data involving cyclists has been collated and analysis of these data sets has commenced. Further cycle surveys may be necessary to help inform the delivery of cycling measures and to help take forward the Mayor’s cycling vision.</p> <p>A separate report will be prepared outlining possible options for improving the City’s database on pedestrian activity which might include commissioning additional traffic surveys and the development of a pedestrian model.</p> <p>Funding – The City will be seeking funding for improved data collection from TfL under the Mayor’s Cycling Vision programme. The programme of street auditing will be met from existing staff resources (see 1 above).</p>	Safer streets	March 2014
6.	<p>Implement approved engineering measures; both large and small – e.g. Holborn Circus, 2-way cycling, advance</p>	Safer	Dec 2014

	<p>cycle stop lines.</p> <p>Delivery Plan – The following safety-related measures are due for implementation by December 2014:</p> <ul style="list-style-type: none"> • 2 way cycling in 18 streets (£100k) • Advance cycle stop lines at 8 junctions (£16k) • 2 way cycling in 12 streets (£125k) • Cycle permeability schemes at 6 to 12 locations (£50k) • Informal pedestrian crossings at 2 to 3 locations (£30k) • Gresham Street/St Martins le Grand highway changes (£160k) • 5 Broadgate highway changes (£1m) • Holborn Circus junction enhancement (£3.25m) • Milton Court highway changes (£1.6m) • Stonecutter Street closure (£100k) <p>Funding – The advance cycle stop lines are to be funded from the City’s local risk budget. The other measures are funded by TfL and developer contributions.</p>	streets	
7.	<p>Review management of road works, temporary reinstatements and construction sites, including road safety elements of the Considerate Contractors scheme; to deliver better safety outcomes.</p> <p>Delivery Plan –</p> <ol style="list-style-type: none"> 1) A review of the management of streetworks, including inspections, staff training and an increased focus on safety issues is underway and due for completion in Autumn 2013. 2) The Guidance Notes for Activities on the Public Highway, which includes scaffolds and hoardings for building sites, is to be reviewed to include a wider set of safety issues by December 2013. 3) The Considerate Contractors Scheme (CCS) is to be reviewed by December 2013 to emphasise the road safety requirements. An extra staff resource is also being sought to strengthen the City’s role in promoting the safety aspects of the CCS and to increase interaction with building sites. <p>Funding – The review of streetworks’ management, the Guidance Notes and the CCS will be funded from Highways</p>	Safer streets	<p>Nov 2013</p> <p>Dec 2013</p> <p>Dec 2013</p>

	local risk budget. The extra staff resource will be the subject of a bid to TfL's Cycling Vision fund.		
8	<p>Review the safety aspects of the operations and contracts undertaken using vehicles within the City, ensuring that all drivers are trained in relation to cycle safety and the fleet is fitted with appropriate safety measures such as reverse cameras, audible warning, and 'fresnel' mirrors.</p> <p>Delivery Plan –</p> <ol style="list-style-type: none"> 1) The driver training programme has commenced. All drivers working for the City's main contractors (Riney and Enterprise) will have received cycle safety training by April 2013. 2) A programme of cycle safety training for other contractors and sub-contractors is being developed with a view to training all drivers during 2013/14. 3) A programme of fitting safety equipment to all CoL and contractors' vehicles has commenced and is due for completion by July 2013. <p>Funding – Driver training is being funded from the Built Environment local risk budget (£15K) and by a contribution from TfL (£4k). The cost of fitting existing vehicles with safety equipment is being met from the TfL funded Road Danger Reduction budget for 2012/13 (£13k). The contractors will be responsible for providing such equipment on any new vehicles that may be acquired.</p>	Safer people	<p>April 2013</p> <p>March 2014</p> <p>July 2013</p>
9.	<p>Engagement with TfL to secure improvements on the TLRN and to lobby for the optimisation of signal timings to improve road safety.</p> <p>Delivery Plan – Liaison with TfL regarding the TLRN and signal timings has tended to occur on a case-by-case basis. Coordination will be strengthened through the establishment of a City-wide Road Danger Reduction Partnership which will include representatives of the City, the City Police and TfL and meet on a quarterly basis commencing in June 2013. Consideration will be given to introducing pedestrian count-down timers and cycle only advance greens (as already in use in Brighton).</p> <p>Funding – The cost of organising the Road Danger Reduction Partnership will be met from the City Transportation local risk budget for 2013/14.</p>	Safer streets	<p>June 2013</p>
10.	<p>Hold annual Member-level City Road Danger Reduction meeting with TfL.</p> <p>Delivery Plan – The first annual Member-level meeting with representatives of the GLA/TfL is being arranged for September 2013 in order to review progress and oversee the</p>		<p>Sept 2013</p>

	<p>implementation of the RDRP.</p> <p>Funding – The cost of organising and hosting the meeting will be met from the City Transportation local risk budget for 2013/14.</p>		
11.	<p>Strengthen work with the City Police at an operational and strategic management level.</p> <p>Delivery Plan – A joint meeting between CoL and City Police officers was held in January 2013 to develop arrangements for future partnership working. This will be followed up by regular meetings on a quarterly basis.</p> <p>Funding - The cost of staff attendance at the coordination meetings will be shared between CoL and the City Police. The CoL contribution will be met from the City Transportation local risk budget for 2013/14.</p>		April 2013
	Medium term (up to December 2017)		
12.	Continued enforcement and ETP activity	Safer people	ongoing
13.	Continue investigation and development of measures for implementation in the longer term, including continued review of major junctions, gyratories and key cycling corridors	Safer streets	
14.	Implement measures from TfL junctions review	Safer streets	2016
15	Implement measures from Area Strategies and the review of dangerous junctions and streets. e.g. Aldgate and Bank junction improvements and the Fleet Street to St Paul's corridor. Seek to remove all gyratories within the City.	Safer streets	2017
16.	Complete the universal courtesy crossing programme.	Safer streets	2015
17.	Prepare streets for major transport projects such as Crossrail and Bank Station upgrade ensuring street design mitigates risks associated with pedestrian congestion.	Safer streets	2017
	Long term (up to 2020 and beyond)		
18.	Continued enforcement and ETP activity	Safer people	ongoing
19.	Continued implementation of safety related measures identified in Area Strategies and LIP programmes	Safer streets	2020
20.	Change the streets to provide increased priority and safety for pedestrians and cyclists, once Crossrail has opened.	Safer streets	2020

Consultation

6. The RDRP was developed taking account of the expressed views of a wide range of range of stakeholders.
7. The City of London Police have been consulted on this progress report.

Corporate & Strategic Implications

8. The City has a statutory duty, the Road Traffic Act 1988, to promote road safety and ensure that changes to the highway infrastructure are as safe as possible.
9. The City Together Strategy: The Heart of a World Class City 2008 - 2014 sets out a priority to 'encourage walking and cycling safely'. It highlights that there are 'competing interests in road usage' and that 'the number of cyclists is likely to continue to grow, which is to be encouraged'. It also states that the City should 'encourage improvements to transport safety, especially road safety'.
10. The Corporate Plan 2009 - 12 states that we provide excellent services for our community by 'working to ensure the City residents and businesses enjoy an environment which is safe and, as far as possible, free from risks to health and welfare'.
11. The Road Danger Reduction Plan is key to one of the seven programmes in the approved LIP 2011. It will serve, along with the other six programmes, to deliver on LIP objective LIP 2011.3, which is "To reduce road traffic dangers and casualties in the City, particularly fatal and serious casualties and casualties among vulnerable road users".
12. There is no significant negative impact on any of the City's equality target groups.

Implications

13. The delivery of the schedule of short term actions (with the exception of implementing a 20mph zone) can be met within existing budgetary and staff resources (Local and Strategic Transport Planning). Much of the funding from TfL for 2013/14 (£1.014M plus major scheme funding of Aldgate gyratory and Holborn Circus) will deliver on the safety agenda, specifically the implementation of the approved engineering measures itemised under Action 6.
14. The medium and long term actions have not been fully costed as yet. Some of the actions will be funded from existing budgets but it is clear that additional funding will be required to fully implement these measures and further work will be undertaken during 2013/14 to provide cost estimates and identify potential funding sources. Key sources of funding are likely to be the On-Street Parking Reserve which can be used to change the highway and traffic infrastructure and the Mayor's Cycling Vision programme; the Mayor is making £913m available for cycle improvements (£400m over the next three years) and is seeking bids for a range of initiatives to promote safer cycling. Other sources might include S106 contributions, the Community Infrastructure Levy (CIL), EU funding or private sponsorship.
15. Funding for the junctions and corridors activity is likely to total some £40M to £60M over the life of the Plan. It is expected that most of this will be funded from external sources; such as contributions from developments and from Transport for London. Full implementation will necessarily be subject to the funding constraints and priorities, both within the City of London Corporation and of other funding partners, such as Transport for London and each proposal contained within the Plan will need to be evaluated in the normal way, according to the City's project management arrangements, Standing Orders and Financial Regulations.

16. Options for funding the medium and long term actions will be included in the next annual progress report.

Background Papers:

- Road Danger Reduction Plan 2013 – report to Streets & Walkways Committee (11th December 2012) and Planning & Transportation Committee (15th January 2013).

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