

Committee(s)	Dated:
Audit & Risk Management	26 th January 2016
Subject: CR20 – Road Safety	Public
Report of: Director of the Department of Built Environment and City of London Police	For Information
Report Authors: Wayne Chance - Temporary Assistant Commissioner Steve Presland - Transportation & Public Realm Director	

Summary

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

The report recognises that casualties will continue to happen on City Streets for the foreseeable future. However, it also sets out a clear approach which aims to reduce both the number and severity of casualties on City streets. The report also sets out proposals to strengthen our public relations activity in order to both increase awareness of the wide range of activities being undertaken or planned to reduce road danger and also to heighten awareness of the issue amongst those using City streets.

Recommendation(s)

Members are asked to note the report.

Main Report

Background

1. The City Corporation has agreed clear targets for reducing casualties on its streets. These are set out in the City of London Local Implementation Plan (LIP) 2011 and the targets are designed to be consistent with the Mayor of London's Transport Policy.
2. The current targets require the Corporation:
 - to reduce the total number of persons injured in road traffic collisions to 30% below the 2004–2008 average by 2020, i.e., to a three-year rolling average of 258.0 casualties per annum by 2020.

- to reduce the number of persons killed or seriously injured in road traffic collisions to 50% below the 2004–2008 average by 2020, i.e., to a three-year rolling average of 24.7 casualties per annum by 2020.

To put these figures into context the respective three year rolling average figures using data from 2012-2014 is a total of 386 casualties per annum and 58 KSI (Killed or Seriously Injured) per annum.

3. The City has invested in road danger reduction for many years. This has included a wide range of engineering measures such as:

- Junction redesign – e.g. Holborn
- Introduction of our award winning contraflow cycling lanes scheme to move cyclist away from more trafficked streets
- A programme of courtesy crossings to slow traffic at pedestrian crossing points
- Highway redesign e.g. Cheapside

4. In addition to engineering solutions we have maintained an innovative and highly respected Education, Publicity and Training programme. This programme includes visiting businesses to raise awareness of road safety issues with their staff as well as visits to schools and community groups.

City Police have also been active in both enforcement and educational activities. In particular City Police have actively enforced the City's 20 mile per hour speed limit and more recently have commenced a specific enforcement campaign targeted towards Heavy Goods Vehicles.

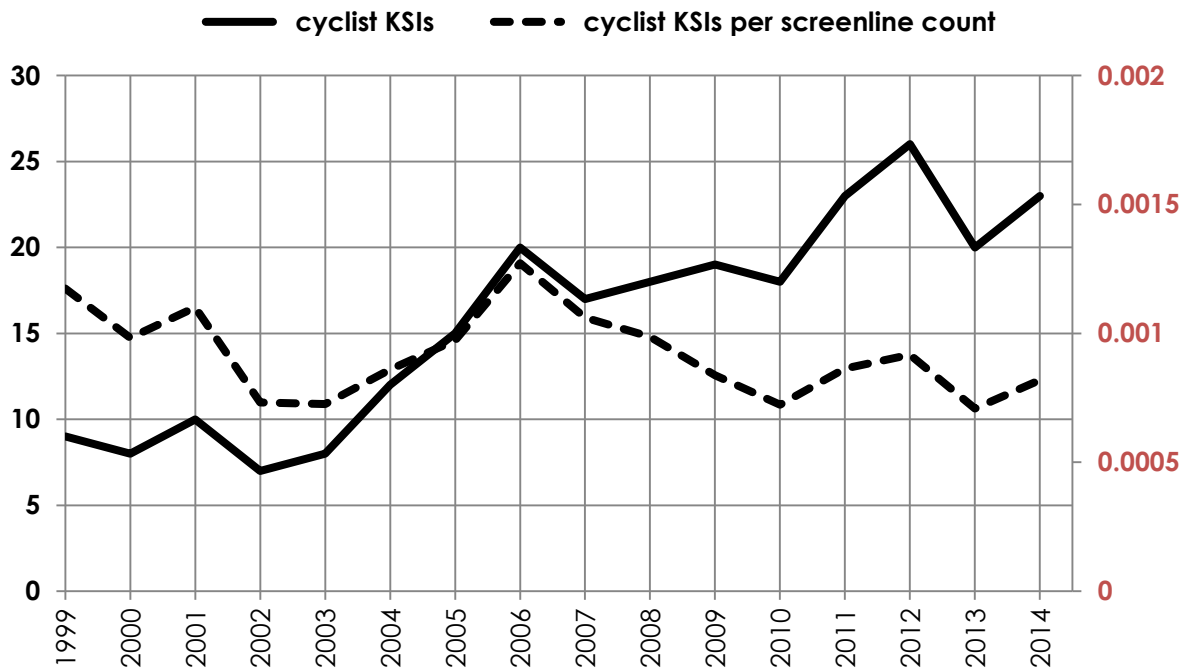
5. These programmes have seen accidents reduce from 458 at the turn of the century to 390 in 2014. However, these figures mask the fact that in recent years casualty reductions have not fallen as quickly as anticipated and at current projections, we will not meet our LIP targets.
6. Considering the City in the context of London as a whole, the most recently available data sets out that, within greater London there was a 13% increase in total casualties between 2013 and 2014. The figure for Inner London is 11% and for the City 13% so unfortunately the City very much mirrors the general trend although significantly better than neighbouring authorities such as Tower Hamlets, Camden and Hackney whose reported increases are 20%, 20% and 15% respectively.

7. It is important also to note the current profile of casualties by mode. See table below:-

Year	2010	2011	2012	2013	2014
Fatal					
Pedestrian	1	0	2	0	1
Cyclists	0	0	1	1	3
Other Road Users	0	0	0	0	0
Total Fatal	1	0	3	1	4
Serious					
Pedestrian	17	12	17	22	18
Cyclists	18	23	25	19	20
Other Road Users	5	14	13	18	13
Total Serious	40	49	55	59	51
Slight					
Pedestrian	95	86	83	70	95
Cyclists	109	126	124	106	116
Other Road Users	135	148	158	109	124
Total Slight	339	360	365	285	335
Grand Total	380	409	423	345	390

8. The above table needs to be seen in the context of the dramatic rise in cyclist numbers over recent years i.e. there has actually been a drop in casualty rate for cyclists. The City counts the number of cyclists entering the City at the same 12 screening points annually. This data, whilst not representing the total number of cyclists, provides a reliable reference for cycling volume growth. Therefore, in considering cyclist KSIs the table below indicates the trend in KSIs over recent years. The data in the table is derived from taking cyclist KSIs per annum divided by the total cyclists passing the screening points. It can be seen that whereas the total cycling KSIs have shown a significant increase over the term the KSI rate has broadly begun to plateau.

Cyclist KSIs 1999-2014



9. However, the Mayor's target, and the City's, are absolute numbers and not set as percentage reductions. Therefore, there has to be recognition that if we are to achieve the challenging targets set we must adopt a different, more innovative and perhaps more radical approach.
10. In 2014 the City commenced this new approach with the introduction of a 20MPH speed limit. However, this alone has not delivered the necessary reduction in casualties. Whilst speed limits have reduced by more than expected, the resultant reduction in casualties has not been achieved, perhaps masked by increased cyclist and pedestrian numbers.
11. In June 2014 a further tragic cyclist death, this time at Bank Junction, resulted in a further review of our road danger reduction activities. It was recognised that further urgent action was needed to reduce casualties in the City. On this basis, a new corporate risk (CR20) was agreed. To mitigate this risk it was acknowledged that not only did we need to take new and more effective measures but that there was the risk of reputational damage if stakeholders did not recognise and accept that the City was taking this matter extremely seriously and was taking effective action to reduce road danger in the City.

Progress on Mitigating Controls

12. The City Corporation's Road Danger Reduction 2015/2016 work programme and 2015 joint Corporation and City of London Police Education, Training and Publicity programme are attached at Appendices One and Two.

13. Within the 2016/17 publicity programmes a greater focus will be given to where we run our events and how they are structured to increase their public visibility and engagement.
14. Within the programme set out at Appendix 1 there are a number of key elements, some of which will run into 2016/17, as follows:-

- i. Bank Junction

The main project seeks to address the following objectives:-

- Reduction in casualties
- Reduced pedestrian crowding levels
- Improved air quality
- Improved perception of place as a place to spend time in rather than pass through.

The project has been approved at Gateway 3 but will not reach Gateway 5 until 2018. If approved build is unlikely to complete before 2020. In the meantime, an experimental scheme has approval at Gateway 2 to be developed in parallel. This would deliver the majority of the above objectives and is based upon restricting motorised vehicle movement through all or part of the junction during the working day to buses and/possibly Taxis. If approved this scheme could be delivered in late 2016 and would deliver an estimated 60% casualty reduction at the junction.

- ii. Co-Ordinated CoL and CoL Police Programmes

For many years, CoL and COLP staff have supported each other in the delivery of road danger reduction work programmes. An officer Road Danger Reduction Partnership was formed in 2013, which included Senior Fire Authority, City Police and CoL Officers as well as representatives from Crossrail, TfL and the GLA. The partnership is seeking to deliver a fully integrated programme of measures for 2016/2017. In addition, work to deliver a jointly located City Police and City Corporation Road Safety/Safer Transportation Group is moving toward conclusion. It is envisaged this work will conclude before Easter 2016.

- iii. Safer Driving in City Contracts

There has been some delay whilst TfL have been considering the legality of including requirements in relation to work related road risk in contract procurement. Wording has now been received which would require bidders to have specific regard to Work Related Road Risk and this is currently being considered by the City Procurement team. It is hoped to have this in place by the end of April 2016.

iv. Effective Communication Strategy

A draft communication plan has been prepared and is to be further developed by the Corporation's Director of Communications in January/February 2016. In the meantime, monthly email alerts are being issued in addition to a weekly twitter feed promoting the Corporation's Road Safety Activities.

Future Actions

15. To drive the service forward a new management post is to be introduced which will lead a newly formed 'Road Safety and Behavioural Change team. The new post will have the level of seniority and possess the necessary skills needed to build strong partnership approaches with TfL, the City of London Police and City businesses aimed at driving down road danger. The new post will also have a particular focus on intelligence led decision making with accident data and trend analysis being a significant part of the role. The post holder will also be specifically tasked with exploring how behavioural change (particularly concerning pedestrian and cyclist inattention) might be better addressed in future work programmes.
16. Officers will be seeking even closer working with TfL. 48% of all City casualties are on TLRN (TfL Road Network) roads where CoL has no jurisdiction. Corporation Officers have secured TfL representation on the City's Road Danger Reduction Partnership Board and it is intended through this process to deliver real improvements to safety in their network.
17. One initiative that TfL has taken is the introduction of Cycle Super Highways running both North to South (Farrington Street) and East to West (Upper and Lower Thames Street) TfL expect the measures to reduce danger for cyclists and other users but no evidence exists to support this expectation. .
18. Enforcement of the City's ban on vehicles over 7.5 tonnes entering the City unless they have a City destination has already commenced. Warning letters have been issued in relation to 10 offences reported by City Police prior to December 2015. From January 2016 Penalty Charge Notices will be issued to those reoffending after receiving formal warning letters.
19. Whilst the worst junctions (Holborn, Bank, Aldgate) have been or are being completed, officers are reviewing the accident profile of all junctions and connecting streets within the City to identify opportunities for further targeted engineering action. This will involve detailed analysis with the police. This work should conclude by April 2016.
20. Developers' construction logistics plans have been reviewed. Delivering safer routing for HGVs. This work will link with the Corporation's developing freight strategy and encouragement of a move towards the use of consolidation centres. Together these measures should reduce HGV movements across the City. Already all construction logistics plans have been revisited to ensure no unnecessary movement taken place through Bank Junction.

21. One of the keys to reducing accidents in the City may be focused training and education of City workers supported by the business community. The Institute of HR directors has recently agreed to include promotion of road safety as one of its key themes in 2017. A possible approach may be with businesses reducing workers access to their cycle parking spaces unless they become City accredited. This approach is to be explored with the Institute in early 2016.
22. A further report setting out our Road Danger Reduction programme for 2016/17 is programmed for the February Planning and Transportation Committee and this will reflect much of the content of this paper and will be further informed by the views of this Committee.

Conclusion

23. The City has challenging casualty reduction targets, which will not be met without new and more radical interventions.
24. The Road Danger Reduction Partnership is working to deliver a fully co-ordinated programme between the City Police and Corporation Officers. This it is believed will be further enhanced by joint location early in the New Year.
25. A wide range of measures are now being developed in an attempt to reduce the number and severity of casualties in City streets.
26. Whilst educating and training both City workers and residents will remain a key strand of the Corporation's drive to reduce road danger it is recognised that intelligence led decision making must increasingly drive the work programme.
27. The road danger reduction programme must be effectively communicated such that not only is the City taking effective RDR measures but it is seen to be taking these measures with the intention of becoming a beacon of excellence for others in London to follow.

Appendices

- Appendix 1 – Road Danger Reduction Programme - Updated Schedule
- Appendix 2 – Education, Training and Publicity Programme
- Appendix 3 – CR20: Road Safety Risk

Background Papers

None

Steve Presland

Transportation & Public Realm Director

T: 020 7332 4990

E: steve.presland@cityoflondon.gov.uk

Wayne Chance

Temporary Assistant Commissioner

T: 020 7332 2002

E: wayne.chance@city_of_london.pnn.police.uk

Appendix 1

Road Danger Reduction Programme - Updated Schedule

RDRP Ref.	Objective	Expected outcome	Timeframe
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>City of London Corporation Road Safety Team to produce a programme of Street Audit/ safety monitoring within the City, identify danger hotspots and recommend remedial measures.</p>	Safer streets	Annual Programme
2	<p>Investigate 20 mph speed limit/zone</p> <p>Completed - Introduced 20 mph July 2014</p>	Safer streets and people	July 2014
3	<p>Produce 20mph Outcome Report</p> <p>Introduction of 20 mph report</p>	Safer streets and people	31 Oct 15
4	<p>More focused and evidence based enforcement/ETP activity, with a strong emphasis on cyclists, those on foot and motorcyclists.</p> <p>Road Danger Reduction Partnership will deliver a programme of enforcement, Education, Training and Promotions with more focused and evidence based activity having a strong emphasis on vulnerable users, cyclists, those on foot and motorcyclists.</p>	Safer streets and people	Annual Programme
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>Design and procurement of a pedestrian modelling tool to assist decision making for future planning and development for the City and to analyse behavioural activities.</p>	Safer streets and people	<p>2016</p> <p>March 2016</p>

	<p>City Corporation and Police to jointly review casualty data to improve information on causation factors.</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.</p>		
6	<p>Implement approved engineering measures; both large and small – e.g. Aldgate Gyrotory, 2-way cycling, advance cycle stop lines.</p> <p>2 way cycling in City streets</p> <p>Informal pedestrian crossings at Goswell Road.</p> <p>5 Broadgate highway changes</p> <p>Courtesy Crossings Study.</p> <p>Newgate Street/Warwick Lane</p> <p>Cycle Quiet Ways</p>	Safer streets	31 Mar 16
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>The Guidance Notes for activities on the Public Highway, which includes scaffolds and hoardings for building sites, it is to be reviewed to include a wider set of safety issues by December 2015.</p> <p>The Considerate Contractors Scheme (CCS) requires interaction at the building sites and a standard to be put in place to promote and publicise RDR.</p>	Safer streets	31 Dec 15
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>	Safer people	31 Mar 16

	<p>Safer Urban Driver Training (SUD).</p> <p>A programme of cycle safety training for other contractors and sub-contractors with a view to training all driver's during 2014 onwards. – on-going</p> <p>Fitting safety equipment to all CoL vehicles - complete</p> <p>Introducing CLOCS to City Procurement</p>		<p>31 Aug 15</p> <p>31 Mar 16</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>	Safer streets	31 Mar 16
10	<p>Report annually on the progress of the City Road Danger Reduction Partnership.</p> <p>Road Danger Reduction Report to be submitted to committee.</p>	Safer streets and people	Feb 2016
11	<p>Strengthen work with the City Police at an operational and strategic management level.</p> <p>Considerate Contractor Scheme & CoLP Commercial Vehicle Unit partnership.</p>	Safer streets and people	Ongoing
12	<p>Agree freight strategy.</p>	Safer streets and people	31 Mar 16

Appendix 2

Education, Training and Publicity Programme - Department of the Built Environment in partnership with City of London Police.

January 2015 – December 2015

Notes:

1. DBE - RST is City Corporation, Department of Built Environment Road Safety Team
2. CoL Police is the City of London Police – various divisions and teams
3. Lead may be joint between the Road Safety Team and Police and mutually supportive
4. Some activities are delivered by Police under 'business as usual', then a campaign when intelligence indicates requirement. For example cycle lights enforcement in October and November each year
5. TISPOL is the European Traffic Police Network
6. ACPO is the Association of Chief Police Officers (UK) [ACPO no longer exists this work is now being done by National Police Chiefs' Council (NPCC)]

Generic Monthly Schedule

Activity	Period	Lead	Stakeholder/ Location
Operation Atrium	Each month. Typically educate/promote for 2 weeks beforehand	CoL Police	DBE - RST
Exchanging Places	2 each month	CoL Police	London Fire brigade, DBE - RST
Highways Monitoring	Through each month	DBE - RST	Actions by CoL, DBE and Police
National TISPOL and ACPO Campaigns Detail below -	Through the year. E.g.: seatbelt, speeding, Carriage of Dangerous Goods, HGV Ops, Coach & tourist ops, summer & winter drink drive campaigns.	CoL Police and some by DBE - RST	
Safety Audits	TBA – most weeks, varies	DBE - RST	
Business Exhibitions	TBA – typically each month	DBE - RST	

Medium Term Activities

Activity	Period	Lead	Stakeholder/ Location
City Cycle Forum – user group meeting	Jan, then TBA	DBE - RST	User Groups meet CoL, CoL Police
Safer City Partnership meeting	As scheduled	DBE - RST and CoL Police	
Capital City Cycle Safe Campaign	Each month – complements Operation Atrium inc cycle and vehicle driver behaviour	CoL Police	DBE - RST
Bikability Cycle Training for children and adults	All year	DBE - RST	
Tourist Cycle and Pedestrian Campaign. Includes Op Coachman and Op Tourist	Ongoing HGV checking complemented by Mar, Jul for Coachman and Tourist resp.	CoL Police	DBE - RST
Operation Mermaid (condition and hours worked compliance)	Feb, Mar, May, Jul, Oct	CoL Police	
Operation Giant (licencing and insurance compliance)	Each month - 3 per month	CoL Police	
Bike Safe – bike registering	Aug (tbc)	CoL Police	
Bus and Trucks - TISPOL	Feb, Jul, Oct	CoL Police	
Speed Campaign – TISPOL	Apr and Aug	CoL Police	
Seatbelts - TISPOL	Mar and Sep	CoL Police	
Drink/Drug drive ACPO and TISPOL	ACPO-Jun (through month), Dec (through month). TISPOL-Jun (1week) and Dec (1 week)	CoL Police	
Carrying Dangerous Goods – ACPO campaign	Feb, Apr, Sep, Nov	CoL Police	

'Happy Feet' Pedestrian Training	Jan (4days), Feb (8days)	DBE - RST	Sir John Cass, Charterhouse Square, St Pauls School
Highways/ Streetworks training	Feb (Pilot), then TBA	DBE - RST	
Bus Backs campaign	Aug	DBE - RST	
Railway Station Pedestrian Campaign	Oct (through month), Dec (through month)	DBE - RST	CoL Police support on occasions

Short-Term

Activity	Period	Lead	Stakeholder/ Location
'High Vis' Ped and Cyclist Campaign	Jan (5 days) - Done	CoL Police	
Charterhouse Square Schools Safety Meeting	Jan (one off) - Done	DBE - RST	
'City Citizen' Pedestrian Training. Year 3 Children	Jan (one off) – Done, future dates tbc	DBE - RST	Sir John Cass School
'City Citizen' Key Stage 3 Pedestrian Training – older audience	April, May,	DBE - RST	CoL Police
Exchanging Places Heading Home	14 th January (one-off)	CoL Police	DBE - RST
National Women's Day	Mar	DBE - RST	CoL Police
Road safety day, John Cass school	Mar	DBE - RST	CoL Police
London Marathon	Apr	DBE - RST	CoL Police
Adult Learners Fayre	May	DBE - RST	
Hampstead Heath safety day	May, Oct	DBE - RST	Hampstead Heath Users
Road safety day, City of London school for Girls	June	DBE - RST	CoL Police
National Bike Week	June	DBE - RST	CoL Police
CAPT Child Safety Week	June	DBE - RST	CoL Police
Road danger reduction day	June	DBE - RST	CoL Police
Cycle Hire Safety	Jun, Aug	DBE - RST	

Children's Safety Day (Wood Street)	Jun	DBE - RST	CoL Police
St Paul's Summer Fete	Jul	DBE - RST	CoL Police, LFB
Barbican Residents Safer Cycle Sunday	July	DBE - RST	CoL Police
St Paul's road danger reduction day	July	DBE - RST	CoL Police
Be Safe Week	Aug	DBE - RST	London Transport Museum, TfL
Bus Backs Campaign	Aug	DBE - RST	
Prudential Ride London	Aug	DBE - RST	CoL Police
Back to School Pedestrian Campaign	Sept (two weeks)	DBE - RST	CoL Police
City Life Family Festival	Sept	DBE - RST	CoL Police
Lord Mayor's Show	Nov (one day)	DBE - RST	CoL Police
Car Cutting Safe Driving Event	Nov, Dec	LFB	CoL Police, DBE - RST
BRAKE (Road Safety week)	Nov	DBE - RST	CoL Police

CR20 Road Safety

Report Author: Richard Steele

Generated on: 05 January 2016



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	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 Event: The number of casualties occurring in the City rises instead of reducing. 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	<div> <div>Likelihood</div> <div>Impact</div> </div> 16	Risk unchanged. Email and twitter communications have commenced, also Christmas Safety Campaigns. 11 Dec 2015	<div> <div>Likelihood</div> <div>Impact</div> </div> 6	21-Dec-2016	 No change

Action no, Title, Owner	Description	Latest Note	Managed By	Latest Note Date	Due Date
CR20a Joint Safer Transport Team	Implement a joint City of London Corporation & City of London Police Road Safety/Safer Transport Team	Awaiting final City Police numbers for colocation and confirmation of IT needs.	Steve Presland	17-Nov-2015	15-Jan-2016

CR20b Permanent Bank Junction redesign	Permanent Bank Junction redesign	Same target date. Gateway 3 Report for Committees drafted and submitted	Steve Presland	17-Nov-2015	30-Nov-2018
CR20c Interim Bank Junction redesign	Working with TfL to explore and, where practicable, deliver short term design/operational improvements to Bank Junction	Gateway 2 committee report submitted to Members	Steve Presland	17-Nov-2015	21-Dec-2016
CR20d Road Safety Communications Strategy	Work with the Corporation's Public Relations Office to deliver a Road Safety Communications Strategy	Strategy being reviewed by City of London Communications Director. First monthly email issued and weekly twitter feed commenced.	Steve Presland	11-Dec-2015	30-Nov-2015
CR20e City Contracts	Explore embedding vehicle and driver safety in all City of London Corporation contracts	TfL have now issued guidance on best practice for inclusion of Work related road risk into new contracts and meeting scheduled November 2015 to discuss implementation with Corporate procurement Unit	Steve Presland	17-Nov-2015	30-Apr-2016