

Date: 17 November 2016

Item: Overview of TfL's Road Safety Programme

This paper will be considered in public.

1 Summary

- 1.1 This paper provides information on TfL's existing road safety programme, giving background on the road safety strategy and the casualty reduction target as well as setting out key achievements and future activities.

2 Recommendation

- 2.1 **The Panel note the paper.**

3 Background

- 3.1 In June 2013, we launched Safe Streets for London, a road safety action plan for the Capital. The plan sets out a clear path towards helping to reduce collisions and casualties on London's roads.
- 3.2 The plan covers the period until 2020 and builds on solid progress already made by TfL, the London boroughs, the police and other partners to improve the safety of London's roads. The plan uses detailed analysis of how and why people are injured in road collisions in the Capital and puts in place a programme to ensure that the right measures are being taken to reduce casualties.
- 3.3 TfL's road safety programme uses a 'safe system' approach to road safety, which incorporates the following underlying principles:
- (a) people make mistakes;
 - (b) there are physical limits to what the human body can tolerate; and
 - (c) all those with a role in designing, building, operating, managing and using the road network have a responsibility to improve safety.
- 3.4 In October 2015, TfL announced a new approach to improve the safety of our roads, refocusing our priorities on minimising the five key sources of road danger that contribute to collisions and casualties. These are:
- (a) travelling too fast;
 - (b) becoming distracted;
 - (c) undertaking risky manoeuvres;

- (d) driving under the influence of alcohol or drugs; and
 - (e) failing to comply with the laws of the road.
- 3.5 A new marketing campaign and increased enforcement activity were the first opportunities to use this approach, highlighting the dangers and encouraging road users to change their behaviours for the safety of others.

4 Safe Streets for London and the vulnerable road user action plans

- 4.1 Safe Streets for London, London's road safety action plan to 2020 sets out 56 actions, based on data analysis to understand how and where casualties and collisions can be prevented.
- 4.2 Safe Streets for London includes a long term vision to work towards roads free from death and serious injury, with a target for a reduction in the numbers of people killed and seriously injured (KSIs) of 40 per cent by 2020, from a 2005-2009 baseline. To achieve this, in 2014 TfL more than doubled its level of planned road safety investment to an average rate of almost £30m per annum.
- 4.3 The road safety programme is driven by data and evidence on key trends and causation factors. This data is used to prioritise areas of spend, and shared with the London boroughs.
- 4.4 In 2014, the target of 40 per cent reduction in KSIs was achieved, six years ahead of schedule. This target was promptly stretched to a 50 per cent reduction in KSIs by 2020, demonstrating TfL's commitment to go further in reducing death and injury on London's roads. Increases in London's population, increases in the numbers of those walking and cycling, and diminishing returns on current initiatives all make this stretched target ambitious and in need of continued investment in road safety.
- 4.5 Key actions in the Safe Streets for London plan, which have now been achieved include:
- (a) a review of TfL's approach to identifying high priority casualty reduction engineering schemes. TfL now prioritises locations by the number of vulnerable road user collisions;
 - (b) implementation of the safety camera replacement programme, now largely complete, which involves converting obsolete wet-film cameras to new digital camera systems, as well as trialling average speed cameras on four key corridors:
 - (i) A40 Polish War Memorial to Paddington Slip Road (complete October 2015);
 - (ii) A406 Hangar Lane to Bounds Green Road (complete June 2016);
 - (iii) A316 from the M3 to Hogarth Roundabout (complete June 2016); and
 - (iv) A2 Black Prince to Tunnel Avenue (to go live December 2016).

- (c) The establishment of the Road Safety Steering Group, which brings together a wide range of TfL's road safety partners and stakeholders to scrutinise and develop London's road safety programme, champion road safety improvements, and campaign alongside TfL; and
 - (d) Investment in a variety of research projects aimed at both increasing the understanding of road user behaviour and causes of collisions.
- 4.6 Road safety investment is focused on vulnerable road users (VRUs) – pedestrians, cyclists and motorcyclists. 80 per cent of KSIs in London are made up of these groups, and the proportion of KSIs from VRUs is increasing. Action plans for each vulnerable road user group were published in 2014 and are being delivered to reduce risk and casualties for those walking, cycling and using motorcycles on London's roads.

5 Key achievements – Safe Streets for London

- 5.1 Good progress has been made in continuing the downward trend in the number of people killed or seriously injured on London's roads. During the 2015 calendar year, there was a 3 per cent reduction in KSIs compared to 2014, which represents a 42 per cent reduction compared to the 2005-09 baseline.
- 5.2 However, the number of people killed on London's roads increased in 2015 to a total of 136, nine more than in 2014 and for the second year running London saw an increase in the numbers of motorcyclists killed and seriously injured. This demonstrates how TfL and its partners need to continue to commit to improving safety on London's roads for all road users.
- 5.3 Over recent years, TfL has made good progress in delivering its road safety programme as set out in the Safe Streets for London plan. Examples of recent activity delivered includes:
- (a) Installation of 20mph speed limits as part of an 18-month trial on the TfL Road Network in Stamford Street – Southwark Street, Brixton Town Centre and Clapham High Street. Four more 20mph speed limit trials will be introduced by the end of November 2016, and another four by Spring 2017. In September 2016, the experimental 20mph speed limit on Commercial Street was also made permanent.
 - (b) TfL launched its bus safety programme, which includes an innovative 'bus safety standard' for London. The standard will consist of a range of innovative new technologies and potential design innovations including improving wing mirror design and windscreen glazing to reduce the severity of injury resulting from a collision.
 - (c) The Mayor announced a Direct Vision Standard for heavy goods vehicles (HGVs), which will use a 'star rating' from 0 to 5 stars to rate construction and other HGVs, based on the level of 'direct vision' the driver has from the cab (i.e. what the driver can see without mirrors or cameras). Under the plans to be consulted on shortly, the most dangerous 'off-road' HGVs will be banned from London's streets entirely by January 2020. These HGVs would be 'zero star rated' by the Direct Vision Standard. Only HGVs meeting 3

stars or above – ‘good rating’ in the new Direct Vision Standard - would be allowed on London’s roads by 2024.

- 5.4 Several TfL road safety initiatives have been honoured recipients of the Prince Michael International Road Safety Awards, including Exchanging Places¹ in 2013, and the Fleet Operator Recognition Scheme (FORS) in 2014. In October 2016, TfL won the Road Safety, Traffic Management and Enforcement award at the National Transport Awards for the Safer Lorry Scheme.
- 5.5 New average speed camera trials have gone live on the A316 in the boroughs of Richmond upon Thames and Hounslow; the A406 in the boroughs of Ealing, Brent and Barnet; and the A40 in west London. The average speed cameras will improve road safety through promoting greater speed compliance over a longer section of road.
- 5.6 The Urban Motorcycle Design Handbook has been published, setting out the key highway design requirements for motorcycle safety in London. Using this Handbook will lead to a better understanding of how road and traffic conditions affect motorcyclists and how risks can be reduced and hazards minimised for this vulnerable road user group. The Handbook was developed with valuable input from a wide variety of road safety and motorcycle stakeholder groups.
- 5.7 TfL has made good progress in addressing locations of high risk for cyclists and pedestrians. Eight junctions have now been completed, with construction underway at a further six. Five of these junctions will be completed by the end of 2016, with the removal of Archway Gyratory planned for completion in spring 2017.

6 Future activities

- 6.1 In ‘A City for all Londoners’, the Mayor committed to adopting a ‘Vision Zero’ approach to road safety, which puts the elimination of road danger at the very heart of the transport system. The document explained how Vision Zero means reducing the dominance of motor vehicles on our streets to minimise the dangers they pose to vulnerable road users. No loss of life is inevitable or acceptable.
- 6.2 Measures to reduce traffic were set out in ‘A City for all Londoners’, under the banner of ‘Healthy Streets’. These two new approaches align as ‘Healthy Streets’ also means safer streets.
- 6.3 TfL will provide a series of papers seeking the steer and approval of the Safety Sustainability and Human Resources Panel on the future Vision Zero road safety programme. We will ensure the Panel is kept updated on other key road safety projects, such as the Direct Vision Standard consultation, and the Bus Safety Standard and announcement. Examples of other planned and upcoming activity for the road safety programme is as follows:

¹ The police run ‘Exchanging Places’ events to raise awareness of cycle safety. These events allow people to sit in the driver’s seat of a HGV or bus to get a better understanding of what the driver can and cannot see, especially in regards to cyclists on the nearside and directly in front of the vehicle.

Safer roads

- (a) Encourage the roll out of 20mph speed limits across the city;
- (b) A focus on safer junctions, identifying and improving the worst junctions for vulnerable road users;

Safer vehicles

- (c) Introduce a world leading Bus Safety Standard for London, including Intelligent Speed Assistance and other vehicle design and safety innovations;
- (d) Deliver safer trucks through raising HGV vision standards, improving driver training (focused on vulnerable road users) and support higher rates of compliance in the industry;
- (e) Introduce stricter Work Related Road Risk standards for vehicle safety into GLA family procurement contracts, and promote these to London's business community and London boroughs;

Safer people

- (f) Enforce against the key sources of road danger using the safety camera network: mobile, red light, fixed, and average speed cameras, to be targeted at the most risky locations; and
- (g) Develop, support and promote motorcycle rider skills interventions, and trials of new interventions to address the skills gaps of younger riders.

List of appendices to this report:

None

List of Background Papers:

Safe Streets for London
Pedestrian Safety Action Plan
Cycle Safety Action Plan
Motorcycle Action Plan

Contact Officer: Ben Plowden, Director of Surface Strategy and Planning
Number: 020 3054 2247
Email: BenPlowden@tfl.gov.uk