

LONDON ROAD SAFETY PLAN -PROGRESS REPORT

Updated 6th September 2004

No.	Commitment	Lead department	Other parties	Progress to date	Next steps	Target date for next steps	Target date for all action
Road Safety - Quality Partnerships							
1	Appoint a road safety co-ordinator	Mayor's office		Jenny Jones was appointed as London's Road Safety Ambassador in June 2002			Jun-02
2	A London-Wide Casualty Reduction Forum to be set up	ALG	TfL-SM, MPS, boroughs, health authorities	The Pan London Road Safety Forum, with 3 sub groups (Research and Development, Campaigns and Education and Monitoring) has been set up and is meeting regularly.	Maintain the Forum and sub groups		done 2002
3	Secure a commitment from Police for road safety resources for enforcing speed limits, vehicle defects, seatbelts	MPS	TfL-SM	Additional police resources have been allocated to traffic work through the Traffic Operational Command Unit. The MPS now have reducing casualties from road crashes as an objective. The MPS estimate of unregistered cars in London is now between 0.6m and 1.2m. The lack of a traceable owner/keeper undermines speed reduction schemes.	Continue dialogue with the MPS and MPA to secure additional resources. The Road Safety Ambassador is to explore the scope for a dedicated police road safety team in a borough.		On-going
4	Incorporate data from hospitals on injuries from road accidents for pedestrians and cyclists	TfL-SM	Research agencies, health authorities	A research project has identified the level of under-reporting of collisions. The study, which is using information from 3 health authorities, showed that over two thirds of casualties were correctly identified, with around 80% for one authority. This is much better than expected and compared with national figures.	Further work is required to confirm the results and identify what action can be taken to improve reporting and recording information.	Oct-03	Dec-04
Road Safety - Speed Reduction							
5	Introduce more speed cameras on the TLRN and treat as a priority requests for more speed cameras from the boroughs for installation on borough roads	TfL-SM	MPS, GLA, boroughs, courts	The Safety Camera Partnership began operation in April 2002. It is working to targets for the number of safety cameras agreed by the Home Office.	Maintain representation to Government concerning the number of safety cameras that are allowed and conditions attached to their installation and operation		On-going
6	Participate in experiments of hypothecation of fines arising from speed camera convictions for extending and improving enforcement	TfL-SM	GLA	Completed and the London Safety Camera Partnership is now operational	Develop safety cameras for residential areas and extend hypothecation rules in negotiation with DfT and national Government		On-going

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7	Use accident data to identify sites where speed is a particular problem and use this information to focus remedial action and police enforcement effort.	TfL-SM	MPS, boroughs	The collision records have been found to be unreliable indicators of high or excessive speed. Sites are identified by LAAU using information on the total number of casualties and the severity ratio (a surrogate indicator of speed).	Improved procedures have been incorporated into current practices	Mar-03	On-going
8	TfL to contribute to educational/attitudinal campaigns to reduce speed, promote appropriate speeds and improve driving and riding standards. Campaigns would identify speeding as unsocial behaviour.	TfL-SM	Road Safety Forum, TfL-Corporate	A campaign to support speed enforcement was launched in Feb 03.	Review the scope for further campaigns. Campaign directed at speed and powered two wheelers is being produced for launch in 2004/05.	Jan-05	On-going
9	Consider fitting black box speed monitoring devices to Buses, Police vehicles, Taxis, TfL fleet, and to commercial fleet on a voluntary basis to identify patterns of speeding amongst drivers.	TfL-SM	TfL-Surface Transport, MPS.	A scoping study of Intelligent Speed Adaptation and its potential in London is being undertaken by the University of Leeds ITS group.	Investigate the potential benefits of speed adaptation devices and work towards a pilot trial in London. Explore the scope for fitting speed recording/control devices with MPS, Police, Bus operators, etc.	Apr-05	On-going
Road Safety - Safer Routes to Schools							
10	Establish a London-wide approach and disseminate best practice across the Boroughs on safer routes to schools, including walking buses	TfL-BP	Boroughs, schools	This is an on-going process working with the lead borough, RB Kensington and Chelsea, through training sessions, seminars and publications. A safer routes to schools web site has been established for practitioners	More detailed guidance on Safer Routes to Schools schemes will be included in the Boroughs Spending Plan guidance for 2004/5.	Jul-03	On-going
11	Introduce a combined capital and revenue funding programme for the Mayor to support boroughs that wish to introduce safer routes to schools schemes	TfL-BP	boroughs, schools	TfL grants now cover some revenue costs, such as the support for walking buses which require set-up funding that can not be considered as capital. A review has established that the safety value of safer routes to schools is limited. There are few collisions involving children on the way to or from school and the schemes are intended to produce a shift in the way children travel to school rather than a reduction in casualties.	Budgets for Safer Routes to Schools are now separated from the Road Safety Budgets		On-going
12	Modify the GRN to accommodate the safer routes to schools initiatives.	TfL-SM	boroughs, schools	Area teams assess safer route to school proposals as they are generated by the boroughs, but there is little call for changes to the TLRN from this programme			On-going

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Road Safety - Vulnerable Road Users - Pedestrians							
13	Review the layout of TLRN junctions and links to identify shortcomings for pedestrians that could lead to additional accidents	TfL-SM		New safety audit procedures have been adopted for the TLRN that include consideration of pedestrians. New guidance has been produced to meet the requirements of people with disabilities under the Disability Discrimination Act 1998. The 02-03 programme of works to comply with the DDA completed.	DDA programme on the TLRN completed.	Mar-04	On-going

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14	Living Streets' and local community groups will be consulted to identify locations where crossing roads on the TLRN is difficult, with a view to identifying safer crossings	TfL-SM	boroughs and community groups	Not undertaken. The number, type and location of actual collisions has proven to be an effective indicator of pedestrian problem sites and this is used to direct remedial measures.			On-going
15	Pedestrian facilities at all signalled junctions (including borough roads) to be reviewed and a programme of improvements introduced based, in part, on the numbers and severity of accidents	TfL-SM		All traffic signals have been reviewed to ensure that pedestrian timings and facilities meet national standards. The programme of signal re-timings has been completed.			done
Road Safety - Vulnerable Road Users - Powered 2 Wheelers							
16	Accident data to be used to identify locations with high incidence of accidents involving powered two wheelers for remedial work.	TfL-SM	boroughs	Initial analysis has shown that powered two wheeler collisions are widespread, occurring along the TLRN and other main roads. At locations with high numbers of powered two wheeler problems have been identified as being "looked but did not see" and other problems that can not be resolved through engineering.	Further examination of sites with high numbers of powered two wheeler casualties		On-going
17	SM to implement a programme of remedial measures on the TLRN and advise boroughs of locations on borough roads.	TfL-SM	boroughs		Introduce remedial schemes subject to identifying suitable sites, see above.		On-going
18	SM to commission research into the causes and possible preventative measures for accidents for powered two wheelers	TfL-SM	Forum, research organisations	A questionnaire survey is under way to allow a better understanding of motorcycle safety issues. An in-depth study of Stats19 collision data has been undertaken, looking at the main causation factors and collisions types. A LRSU FactSheet will be published	Publish the FactSheet and complete studies	Oct-04	ongoing

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19	TfL to contribute to educational and attitudinal campaigns for motorcycle riders and other road users	TfL-SM	Forum	TfL-SM has supported London motorcycle shows with the MPS to promote safety. A TfL-SM film advising motorcycle and scooter riders to ride more defensively, with messages for car drivers to look more carefully, was shown on TV and in cinemas in London from November 2002 to March 03. This programme was repeated in 2004. TfL-SM with the Metropolitan and City Police runs BikeSafe-London, where riders are assessed and advised of good practice by police riders.	Launch the Bikesafe scheme across London with the support of the MPS and City of London Police. Run campaigns for powered two wheelers.		On-going

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Road Safety - Vulnerable Road Users - Child Pedestrians							
20	SM to encourage health authorities to provide information about child pedestrian safety to parents of pre-school age	TfL-SM	Health Authorities	Agreement has been reached to purchase and distribute 60,000 copies of the Children's Traffic Club material to the parents of pre-school children	Obtain and distribute the material for parents of pre-school children - complete for 02/03		On-going
21	SM to develop and disseminate London-wide best practice on education and training for school age children to improve their behaviour on the road	TfL-SM	Schools, borough RSOs	The Teen campaign was launched in April aimed at teenagers who have the highest rate of pedestrian casualties. This is being rolled out to London RSOs. A further campaign is aimed at transition year pupils as they move to second school - using DfT materials "Making Choices" aimed at pupils, parents and teachers	Print and distribute the "making choices" materials. Carry out the transition year stage of the Teen campaign - complete for 02/03		On-going
Road Safety - Vulnerable Road Users - Child Cyclists							
22	SM to encourage the boroughs to provide cycle training and proficiency testing to school-age children through setting up funding proposals in the Local Plan process	TfL - CCE	Boroughs, CTC, DfT	TfL supports child (and adult) cycle training for 2004/5 and future years. Working closely with CTC and DfT to establish standards for accredited courses and trainers	Monitor effectiveness of borough schemes. Agree 2005/6 borough programme.	April 04 and Autumn 04	Apr-05
Road Safety - Vulnerable Road Users - Cyclists							
23	Continued support for implementing the London Cycle network	TfL-SM	boroughs	Funding to support the continued implementation of the LCN has been agreed for 2005/6. Schemes are being implemented to a total of £ m this year	Development of high quality routes on all main transport corridors		Apr-08
24	SM to review the design of TLRN junctions and links design to ensure they provide maximum protection for cyclists.	TfL-SM		The Cycling Centre of Excellence was set up in 2001. The CCE now provides advice to all area teams for introducing cycle-friendly schemes	Complete a cycle audit of the TLRN. Consult on a checklist and audit procedures. CCE to be consulted on TLRN schemes.		On-going
25	TfL to contribute to educational and attitudinal campaigns to improve awareness of cyclists by other roads users, and improved driving standards	TfL-SM	FTA, RHA, LCC	An advertising/publicity campaign aimed at cyclists and drivers of commercial goods vehicles was launched in 2003 with leaflets distributed to cyclists and tacho disc holders/leaflets to goods vehicle drivers - Commercial Goods Vehicles are involved in about half of the cyclist fatalities. Posters have been designed for the backs of lorries to warn cyclists - fitted to Sainsbury lorries late 2004.	Roll out the campaign material through the Road Safety Officers. Extend the programme of posters on the backs of lorries in London		On-going
26	Develop and disseminate best practice for highway design to assist cyclists amongst the Boroughs	TfL-SM	boroughs	The CCE has developed best practice on junctions and bus services	Expand advice circulation and arrange design seminars		On-going

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Road Safety - Secure Access to Public Transport							
27	Better lighting to bus stops and rail stations	TfL	Bus companies, Railtrack, boroughs	The integrated MPS/TfL Transport Operational Command Unit was set up in April 2002. This provides police enforcement of bus lanes and waiting restrictions together with a police presence along key bus routes. The aim is to reduce crime and traffic offences and promote the security of bus passengers and other road users. Funding for improved lighting has not been identified from road safety budgets.	Evaluate and maintain the Transport OCU		On-going
28	New/better pedestrian and cycle links to rail stations and bus stops.	TfL	Bus companies, Railtrack, boroughs	Funding for improved links has not been identified from road safety budgets			
Road Safety - Managing the TLRN Network							
29	All modifications to the road network will be subject to a safety audit and the safety audit processes are to be modified to reflect the new targets for casualty reduction.	TfL-SM		New safety audit procedures are now in place			ongoing
30	New Accident Monitoring System (ACCSTATS) developed to monitor accidents on the TLRN and identify locations, stretches of road and types of accidents that are generating high and unexpected numbers of casualties.	TfL-SM		This procedure is now used to identify collision hot spots on the TLRN and generate schemes for implementation. For 2002/3 and beyond the programme of safety schemes has been established on the basis of the forecast reduction in collisions and outline costs of possible schemes	For 2003/4 programmes and beyond information on collisions will be examined earlier in the year and there will be scope to carry out further design of schemes before the safety scheme programme is determined.		On-going
31	A programme of local safety schemes for the TLRN to be devised and implemented, based on output from ACCSTATS, geared towards the achieving the casualty reduction targets	TfL-SM		See above	See above		On-going
32	An informal preliminary safety audit will be carried out on all major development proposals and their associated transport changes as part of the planning process.	TfL-SM		There have been insufficient resources to implement this to date. Developers are asked to carry out a road safety audit of their proposals and this is assessed by TfL-SM			

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Road Safety - Supporting the Boroughs							
33	TfL to provide guidance to the Boroughs on the preparation of Local Transport Plans and Road Safety Plans to promote road safety	TfL-BP	boroughs	Advice is issued each year together with seminars in time for the boroughs to prepare their bids.			On-going
34	TfL to allocate funding through the Local Transport Plan Process to support road safety work by the Boroughs in accordance with the expected impact of the Plans on casualty reductions	TfL-BP	boroughs	For 2002/3 for the first time, boroughs were advised of the safety schemes that they are allowed to implement with TfL grant. Similar procedures will apply when the new LIPs process comes into force in 2006.	A road safety training programme was launched in 2003. Devised by the lead borough with TfL funding, this programme is designed to increase the pool of skilled/experience staff for local safety schemes.	May-03	On-going
35	ACCSTATS to analyse casualties on borough roads and locations with unexpectedly high numbers of collisions identified.	TfL-BP	boroughs	Boroughs are provided with prioritised lists of sites with relatively high numbers of collisions involving personal injury. Boroughs also have direct access to the ACCSTATS system.			On-going
36	SM on request to provide a service for the design of accident remedial measures for the boroughs	TfL-BP	boroughs	The London Road Safety Unit is now fully resourced, allowing the service to the boroughs to be expanded.		Jul-03	On-going
37	SM to assist in the dissemination fo best practice in road safety engineering across the Boroughs	TfL-BP	boroughs	TfL-SM supported the production of the London Road Safety Reference Guide (published February 2002). New publications to be produced, as required, via the Pan London Road Safety Forum.		Feb-02	On-going
38	Boroughs to be consulted at an early stage on all engineering proposals for the TLRN so that implications for the Brough roads can be identified and resolved.	TfL-BP	boroughs	Boroughs are now advised of proposed changes to the TLRN as part of scheme preparation.			On-going