

TRANSPORT FOR LONDON

SAFETY, HEALTH AND ENVIRONMENT ASSURANCE COMMITTEE

SUBJECT: ROAD SAFETY

DATE: 17 NOVEMBER 2009

1 PURPOSE AND DECISION REQUIRED

- 1.1 This report updates the Committee on progress towards meeting the London 2010 road safety casualty reduction targets and identifies current safety issues.
- 1.2 The Committee is asked to note the content of the report and support the policy of reducing cyclist casualties as TfL's current top priority.

2 BACKGROUND

- 2.1 TfL's London Road Safety Unit was formed in 2002 and has led the road safety programmes in London, working with the boroughs, Police and other stakeholders. The London Road Safety Plan was launched in November 2002 and this has provided the direction and target casualty reductions for road safety covering the period up to 2010.
- 2.2 Excellent progress has been achieved in reducing the number of killed and seriously injured, with London achieving larger reductions than the United Kingdom as a whole. By 2008, London had reduced all Killed and Seriously Injured (KSIs) by 47.3 per cent, compared to 40 per cent for the United Kingdom as a whole.
- 2.3 This has been achieved by ensuring road safety programmes are 'data-led' and focus on value for money. The programmes consist of a mixture of engineering, education/publicity and enforcement.
- 2.4 The road safety programme supports current Mayoral priorities including the removal of guard rail, the Cycle Hire Scheme and Cycle Superhighways.
- 2.5 In September, the Committee discussed aspects of road safety and requested an update, particularly in relation to pedestrian safety and deprivation.

3 PROGRESS TO DATE

- 3.1 The latest casualty data for 2008 are given below. The target casualty reductions are measured against a baseline of the average of the casualties in 1994 to 1998 inclusive. The 2008 casualty figures for London are compared to this baseline and the percentage reductions given for each category.
 - (a) All Killed and Seriously Injured (KSIs) were 3,526 in 2008, 47.3 per cent below the baseline. The target is a 50 per cent reduction by 2010, which means the number of KSIs should be less than 3,342 in the 2010 calendar year.

- (b) Killed and Seriously Injured pedestrians were 1,208 in 2008, 43.5 per cent below the baseline. The target is a 50 per cent reduction by 2010.
- (c) Killed and Seriously Injured cyclists were 445 in 2008, 21.5 per cent below the baseline. The target is a 50 per cent reduction by 2010.
- (d) Killed and Seriously Injured Powered Two Wheelers (P2W) users were 738 in 2008, 20.9 per cent below the baseline. The target is a 40 per cent reduction by 2010.
- (e) All Killed and Seriously Injured Children (under 16 years old) were 310 in 2008, 66.9 per cent below the baseline. The target is a 60 per cent reduction by 2010.
- (f) All Slightly Injured were 24,627 in 2008, 36.8 per cent below the baseline. The target is a 25 per cent reduction by 2010.

3.2 The casualty trends are shown graphically in Appendix 1.

4 CURRENT ISSUES

- 4.1 While good progress has been made overall (especially with children), cyclists and motorcyclists are the biggest challenges. This is largely due to big increases in the number of motorcyclists and cyclists in recent years. London will not achieve the target casualty reductions for these user groups without further investment in engineering measures, awareness campaigns, appropriate enforcement and related initiatives such as training for both motorcyclists and cyclists.
- 4.2 The number of PW2 casualties has been falling steadily since 2001 and the current trend is downwards. The fact that the targeted casualty reduction for P2W Killed and Seriously Injured will not be achieved, is largely due to increases in the numbers of P2W users in the late 1990s when casualty numbers increased significantly. Our current activities include major awareness campaigns and support for BikeSafe/ScooterSafe London. These are one day events run by the Metropolitan and City Police with classroom sessions and an observed ride.
- 4.3 The general trend for cycling casualties has been downwards in the past decade, with fatal and serious collisions down by 21 per cent and all cycling collisions down by 27 per cent since the mid to late 1990s. This is despite the significant growth in cycle journeys. As such, the relative risk of cycling per trip is actually falling.
- 4.4 Tackling collisions involving cyclists is TfL's top priority and a major push on improving cycling safety was announced by the Mayor and TfL on 23 October at the launch of the Cycle Safety Action Plan. This will include the establishment of a cycling safety group, made up of the key delivery agencies and stakeholder groups involved in cycling safety.
- 4.5 Also part of this push is a new advertising campaign, due to be launched in spring 2010. The new campaign will incorporate messages linking to Cycle Superhighways, Cycle Hire and Share the Road. The design of the campaign will be finalised by December 2009.

- 4.6 Education and publicity campaigns have made a big contribution to road safety in London and our current plan will continue. The current programme includes:
- (a) Children's Traffic Club (3 year olds);
 - (b) A-Z Traffic Tales (6 year olds);
 - (c) Just a Journey (7 year olds);
 - (d) Junior Road Safety Officer (10 year olds);
 - (e) Life's Journey (11 to 14 year olds);
 - (f) Theatre in Education (11 to 18 year olds (3 productions)) ;
 - (g) Don't die before you've lived (teenagers);
 - (h) Don't let your friendship die on the roads (teenagers);
 - (i) Young driver (Kid again);
 - (j) Motorcyclist campaigns (Illusions, Don't look - see, etc);
 - (k) BikeSafe and ScooterSafe London;
 - (l) Cyclist campaigns (moonwalking bear);
 - (m) Cyclists & HGV campaigns, including a new DVD; and
 - (n) Drugs and driving (your eyes will give you away).
- 4.7 Pedestrians make up the biggest category of fatal and serious casualties. A graph showing the age and gender of pedestrians injured in London in 2008 is given in Appendix 2. This shows that pedestrian casualties are highest between 10 and 34 years old. Actions continue on new engineering measures, such as improved crossings, including support for the pedestrian 'Countdown' project, as well as the awareness campaigns listed above.
- 4.8 The Intelligent Speed Adaptation (ISA) project continues to make progress. The objectives are to facilitate having the speed limit displayed on vehicle dashboards using any GPS device and to prove the concept of limiting vehicle speeds in a range of vehicles. TfL have delivered a digital speed limit map of London and regularly update it. There are around 20 vehicles fitted with voluntary ISA where the driver can select to have the vehicle automatically keep to the speed limit.
- 4.9 Safety cameras have delivered huge benefits in London. We estimate that around 500 people a year avoid death or serious injury due to the presence of the 949 safety cameras on London's road network (648 speed cameras and 301 red light cameras). The programme is now under review, but we are committed to the maintenance of a sustainable safety camera network. Options for reducing the cost of operating the network and increasing the rate of "follow-up", of offences recorded on cameras, are now under active consideration as part of the review.

5 EQUALITY AND INCLUSION

- 5.1 Research commissioned by TfL's London Road Safety Unit¹ has shown that there is a relationship between deprivation and injury risk in London, both across the boroughs and within individual boroughs. The strongest relationship for deprivation is for pedestrians, where the most deprived are over twice as likely to be injured as the least deprived. This increased risk was the same for child pedestrians.
- 5.2 The research was only able to measure relationships between risk and area characteristics so could not make any strong claims about the mechanisms likely to link them. The evidence from other sources, (e.g. London Area Travel Survey 2001 data) however, suggests that exposure is likely to account for some of the difference. Children living in more deprived areas are more likely to travel as pedestrians and thus be more likely to be exposed to the risk of road traffic injury.
- 5.3 In addition, people who class themselves as Black (African, Caribbean or Black other) are more likely to travel as pedestrians and are therefore also more likely to be exposed to road injury risk.
- 5.4 The research found that 20mph zones had good benefits for the more deprived areas and recommended that these low speed zones should be extended. Boroughs are encouraged to implement 20mph zones in residential areas, as they provide a number of road safety and community benefits, including providing a better environment for cycling and walking.

6 RECOMMENDATIONS

- 6.1 The Committee is asked:
- (a) to NOTE the content of this report; and
 - (b) to SUPPORT the policy of reducing cyclist casualties as our current top priority.

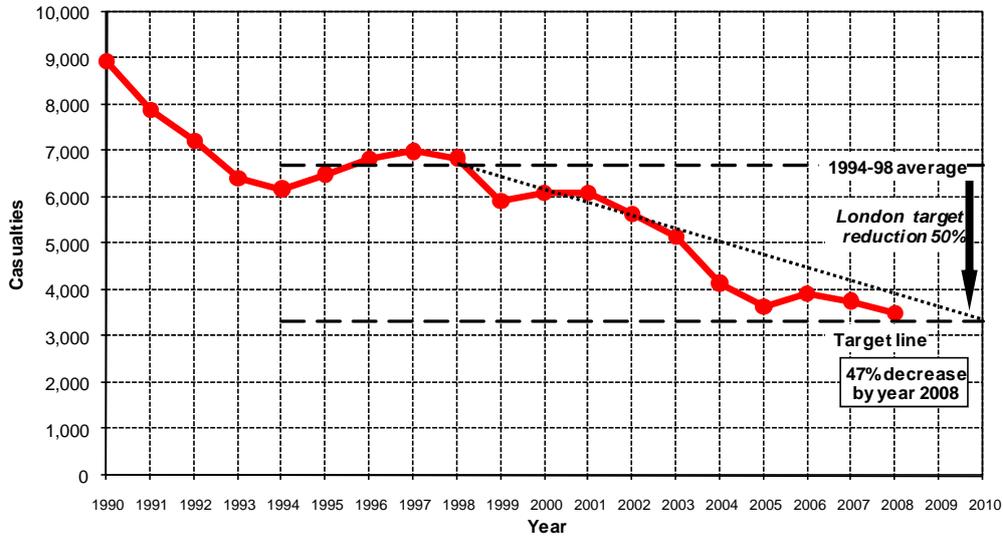
7 CONTACT

- 7.1 Contact: Ben Plowden, Director of Integrated Programme Delivery
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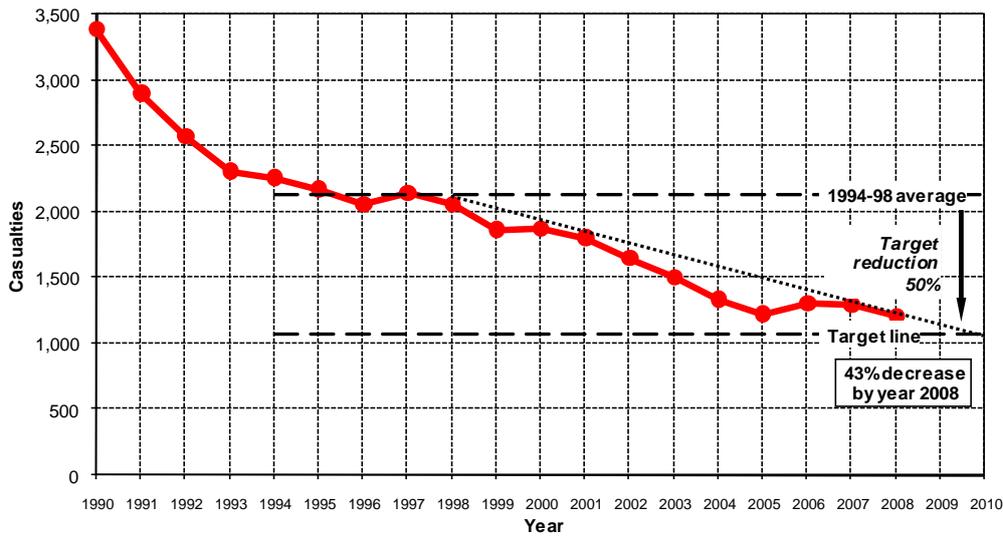
¹ Edwards P, Green J, Roberts I, Grundy C, and Lachowycz K (2006) *Deprivation and Road Safety in London: A report to the London Road Safety Unit*. London: LSHTM.

CASUALTY TRENDS

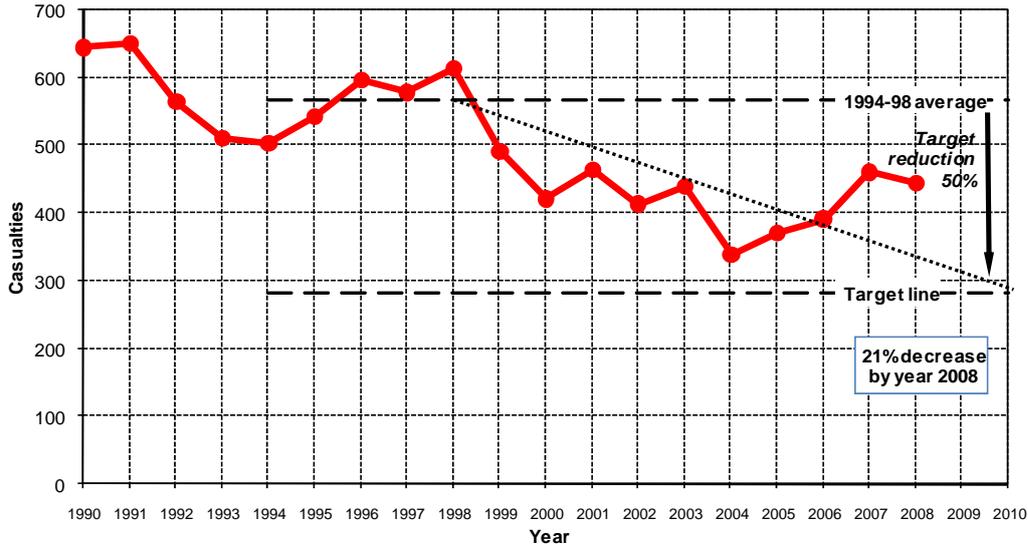
All killed or seriously injured casualties in London (*National target*)



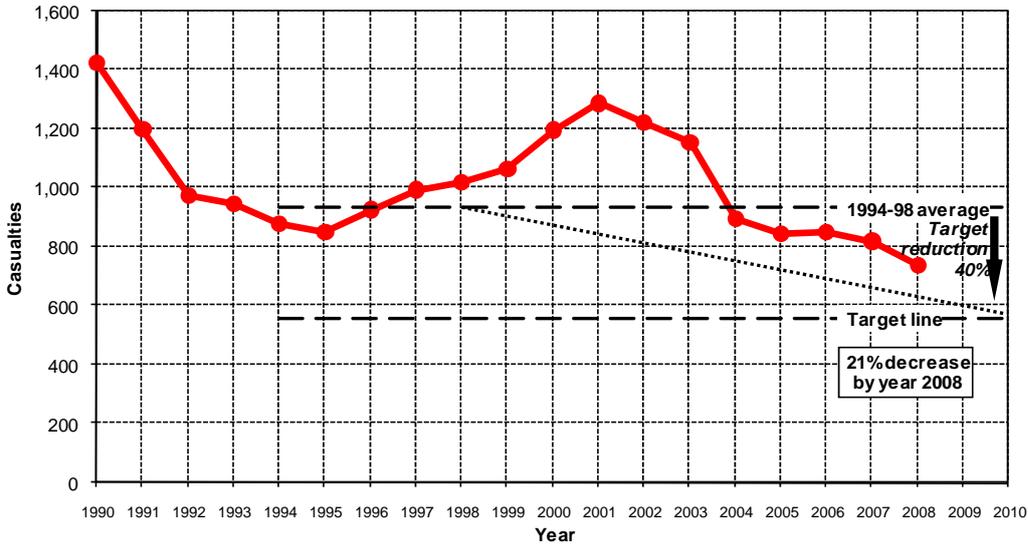
Pedestrian killed or seriously injured casualties (*London target category*)



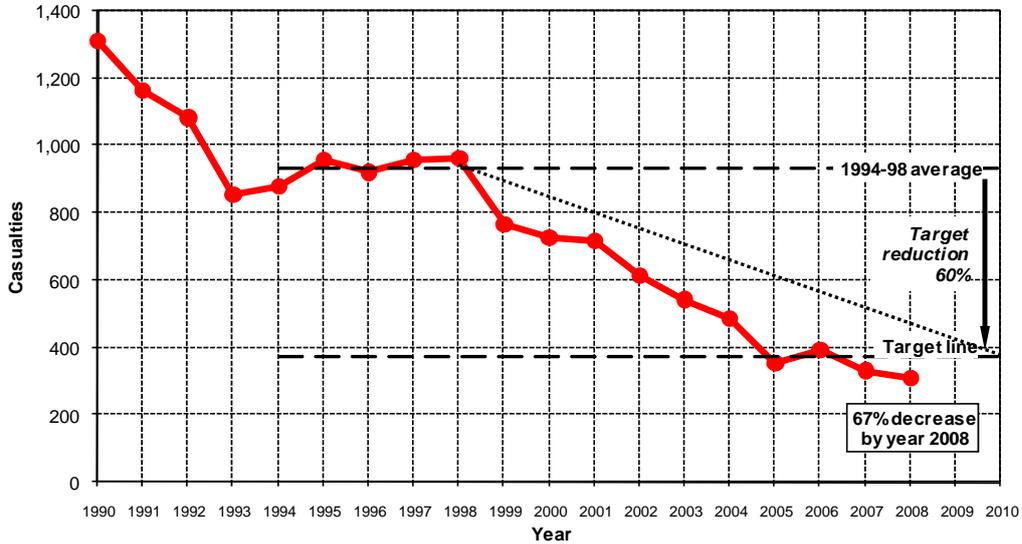
Pedal cyclist killed or seriously injured casualties (London Target category)



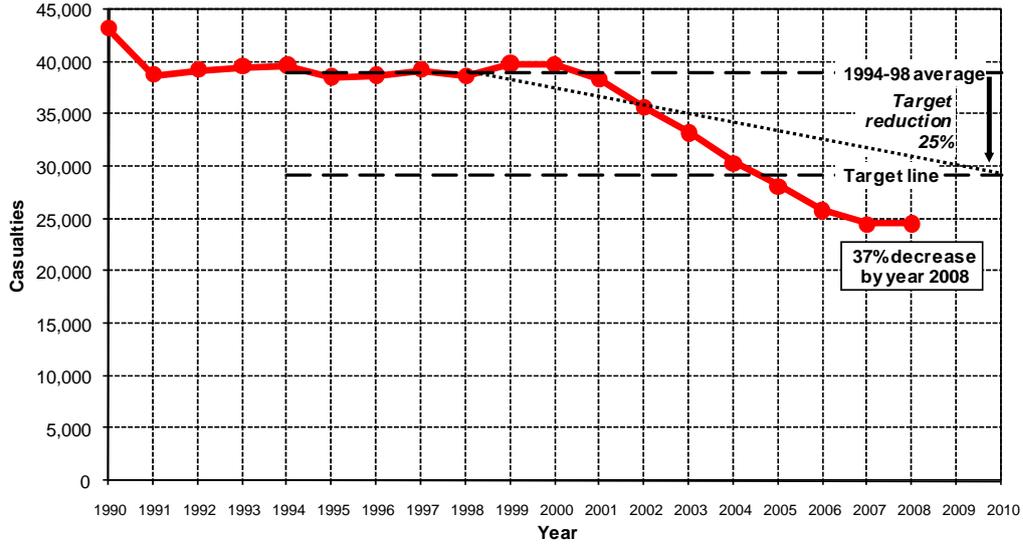
Powered two wheeler killed or seriously injured casualties (London target category)



All child killed or seriously injured casualties (National target category)



All slightly injured casualties (National target category)



PEDESTRIAN CASUALTIES BY AGE AND GENDER

Age profile of pedestrian casualties in Greater London in 2008, excluding 'unknown age'

