

London Assembly Transport Committee – Motorcycle Safety TfL submission

1. Overview of motorcycle road safety in London

Overview

The Mayor's Transport Strategy highlights the Mayor's commitment to improving road safety in London. In June 2015 the Mayor stretched the Safe Streets for London target to reduce the number of people killed or seriously injured on London's roads from 40 per cent by 2020 to a 50 per cent target, compared to a baseline of 2005-09. This equates to a reduction of 14,000 casualties over the period of the current road safety action plan.

The safety of London's roads has steadily improved since TfL's formation in 2000, with the number of people injured having decreased by more than a third, and deaths and serious injuries have more than halved. Serious collisions and fatalities involving motorcycles have reduced by 56 per cent and 51 per cent since 2000.

Trips

Motorcycles, including mopeds and scooters, accounted for 1 per cent of trips in 2013, which is 2.2 per cent of vehicular traffic in London and 2.6 per cent of vehicular traffic on the Transport for London Road Network (TLRN). However, motorcycles represented 24 per cent of the total number of people Killed and Seriously Injured (KSI) casualties in 2014 and 21 per cent of fatalities, the second largest road user group after pedestrians.

Motorcycle casualties

In 2014 motorcycle KSI casualties increased by 3 per cent compared to 2013 while other vulnerable road users had declines in their casualty numbers. This shows that more work needs to be done to improve the safety of motorcycles in London. The key causes of collisions resulting in injury to motorcyclists are loss of control, excessive speed and other vehicles turning across their path and hitting them. While there has been a slight increase in sales and motorcycle traffic, these have not been enough to explain the increase in casualties. This single year on year increase in motorcycle KSIs needs to be seen in the context of longer term downward trend of motorcycle KSI casualties with a 34 per cent reduction in 2014 over the 2005-09 baseline period. The longer term decreasing trend shows that London has had a far greater reduction in motorcycle KSIs than the other English large cities (Birmingham, Liverpool, Manchester, Newcastle upon Tyne and Leeds) which have had an 16 per cent increase compared to the baseline period. In 2014 there was an increase of motorcycle KSIs of 3 per cent in London but of 17 per cent increase in other Large English cities.

Current picture

Nevertheless, we remain concerned by recent trends in the provisional STATS19 data for the months of January to May 2015 which show that with a rolling year average motorcycle KSIs are currently 6 per cent higher than last year.

To date there have been 30 confirmed motorcyclist fatalities in London (including pillion passengers) compared to the 27 in all of 2014 which itself was an increase from the 22 in 2013. Of the fatalities in 2015 18 of the 30 to date have had 'loss of control' mentioned in the crash description. Out of the 18 motorcycle fatalities involving loss of control, 6 occurred on the TLRN and 10 on Borough roads. Of the 30 fatalities, 12 have occurred on the TLRN and 15 on Borough roads.

2. Understanding the causes of motorcycle collision and casualties

Detailed analysis of STATS19 collision and casualty data, combined with exposure data (vehicle kilometres travelled), and an in-depth study of Police fatal files, informed the actions in both Safe Streets for London and the Motorcycle Safety Action Plan.

Of all road users, motorcyclists experience the highest level of risk of any other transport mode in London. Risk also changes with age, and 12 to 19 year old motorcyclists are at considerable higher risk of serious injury than 20 to 29 and 30 to 39 year olds.

However, motorcycling in London has become safer in recent years. In the 2014 annual road safety report a new risk analysis investigated two time periods, 2006 to 2010 and 2010 to 2014, this is shown in table 1 below. Running this analysis for motorcyclists only and splitting London into Inner and Outer areas shows that between these two time periods the KSI casualty rate has significantly reduced by 26 per cent in Inner London and 21 per cent in Outer London.

Table 1: Motorcycle KSI rates per billion km: inner and outer London

Area	Apr 06 – Mar 10		Apr 10 – Mar 14		Change
	Casualty Rate	Confidence Interval	Casualty Rate	Confidence Interval	
Inner London	1,964	1,841-2,088	1,454	1,350-1,559	-26%
Outer London	2,105	1,950-2,260	1,665	1,529-1,802	-21%
Total	2,026	1,929-2,122	1,551	1,468-1,634	-23%

This casualty analysis is one example of how TfL uses collision and casualty data and other sources of data to investigate and understand causation factors in motorcycle crashes. Other analysis has shown the spatial distribution of motorcycle collisions with more occurring in southern boroughs than northern ones.

Using collision conflict manoeuvres and the recorded contributory factors we know that the road environment is recorded as a being a factor in five per cent of motorcycle collisions. Other factors that play a role in the large majority of collisions are linked to:

- rider or driver errors
- visibility
- experience.

Detailed research into fatal collisions has shown that in 93 fatal investigations 64 per cent were estimated by the Police to be exceeding the speed limit at the time of the crash. Other key features of the collisions investigated were that:-

- 32 per cent of collisions involved no other vehicle
- 66 per cent were on main roads
- 45 per cent were 'loss of control'
- 22 per cent were cars turning across the path of a motorcycle
- 19 per cent of riders had less than one years experience

The full motorcycle fatal files research report can be found in Appendix 1

Research that segmented motorcyclists according to their level of risk and attitudes to safety has shown that there are distinct groups of riders who do not identify themselves as 'bikers' and therefore need to be targeted in different ways.

Further work has shown that of the five most common conflicts resulting in serious injury to motorcyclists involved another vehicle turning across the path of the motorcycle. Collisions involving only a motorcyclist and no other vehicle, where the motorcyclist lost control of the bike, were responsible for 26 per cent of motorcyclist fatalities and 14 per cent of serious injuries. 'Loss of control' collisions can occur from excessive speed or braking, rider error or the interaction of the motorcycle with the road surface, for example skidding.

3. Motorcycle Safety Action Plan

The first Motorcycle Safety Action Plan for London was published in March 2014. The plan supports Safe Streets for London and contains specific actions that when delivered will have increased safety for motorcycles in London.

The Motorcycle Safety Action Plan is based on ground-breaking research and analysis that has been undertaken by TfL to further our understanding of the level of risk experienced by motorcyclists in London. This has involved investigating Police fatal files, segmentation of motorcyclists into groups, considered flow information to understand risk and plotted out spatially where collisions are occurring.

As outlined in the plan, TfL is working with the boroughs, key stakeholders and all road users towards removing death and serious injury completely from the Capital's roads. A range of work is underway through the 29 actions, including:

- Reducing speed related collisions
- Reducing right turning vehicle collisions
- Increasing compliance with the rules of the road
- Improving the quality and increase the use of PPE
- Improving motorcyclist skill and riding behaviour
- Delivering in partnership

Actions were developed and agreed by the Motorcycle Safety Working Group which is now ensuring that the plan is delivered. Members of the group are the British Motorcycle Federation, Motorcycle Industry Association, Metropolitan Police and the Department for Transport. Working with the London partners, Transport for London are therefore taking proactive steps to address further the safety of motorcycles in the capital with many actions already underway.

Twenty four of the actions have already been completed or have had work started on them. The remaining five actions are being initiated to commence in 2016. Further detail on the status of each action can be found in Appendix 2.

4. Key recent activity in motorcycle safety by TfL

Engineering

Safe Streets for London has a focus on improving the safety of vulnerable road users in London as they represent 80 per cent of all KSIs in London and this changed the accelerated scheme policy. Every year collision investigation studies are undertaken on locations on this accelerated scheme list. Several locations include a high proportion of motorcycles and these will have remedial safety measures developed and implemented following the completion of their individual collision investigation reports. Locations include the A3 Wandsworth High Street junction with Garret Lane, Hogarth Lane/ Burlington Lane and Seven Sisters Road/ Hornsey Road.

All TfL engineering schemes are designed with safety in mind and all schemes are taken through our Road Safety Audit procedure. Moving further than this TfL has identified through detailed analysis specific highway design issues for vulnerable users and is developing a suite of guidance and training to improve the knowledge and skills of scheme designers.

The Urban Motorcycle Design Handbook that is currently being developed is one example of this approach. This handbook will identify key highway features, motorcycle riding characteristics and how road layout can influence behaviour and

compliment design advice available for pedal cycles and pedestrians. Stakeholders who attend the Motorcycle Safety Working Group have been intimately involved in the Design Handbook project at all stages.

Education

Bikesafe-London

The Bikesafe-London rider assessment day and enforcement activities by the Motorcycle Safety team has been extended through the action plan with an uplift of additional funding for Officer time (equivalent to four full time Officers).

Working with the Metropolitan Police Motorcycle Safety Team, local boroughs and our partner the Motorcycle Industry Association, Transport for London promotes Rider Skills Day for riding through London as part of Bikesafe-London and Scootersafe-London. These days have been attended by over 28,000 riders since 2003 and routinely score very highly for their relevance and safety content. The day helps any rider become a better rider for life with a combination of observed rides, interactive presentations, discussions and tailored advice from professional police riders will help upskill riders and get the most out of their riding, making them safer on London's roads. TfL is constantly developing and testing new approaches to getting hard to reach Bikesafe attendees to do a rider assessment day, for example offering discounted course to those involved in a non blame collision.

Rider Skills Days run out of four London locations;

- Bushey Sports Club, North London,
- The Warren, South London
- London Road, Romford, North East London
- Ashford, North West London

TfL has set a target of having 1,146 riders attend the course in 2015/16 and to date 1,055 have completed the day this financial year.

In recognition of the motorcycle safety initiatives and work by TfL and the Metropolitan Police, including Bikesafe-London were awarded the prestigious Prince Michael of Kent International Road Safety Award in 2011.

Enforcement

TfL is investing significant amounts of funds for additional and targeted enforcement action and supports the bespoke Motorcycle Safety Team. The Metropolitan Police Motorcycle Safety Team undertakes intelligence led, targeted enforcement in five boroughs, based on current motorcycle casualty risk rates and absolute casualty numbers. These boroughs are:

- Croydon
- Lambeth

- Lewisham
- Wandsworth
- Westminster

In 2015/16 there will be 180 dedicated motorcycle enforcement deployments where enforcement is targeted at motorcycles and other road users. Examples of the offences detected include exceeding the speed limit, defective bikes, worn tyres, drink or drug limits, careless or dangerous riding/ driving and mobile phone use.

In addition to this enforcement activity the Motorcycle Safety team, supported by Officers from the wider command, have designed and carried out several engagement operations

Enforcement against motorcyclist is complemented by the activity by the Roads Traffic Policing Command who target all road users through general activity and specialist operations such as operation Safeway (at priority junctions, two thirds of tickets to motorists, one third to cyclists) and CUBO (targeting uninsured car drivers).

Further, we have been supporting the Metropolitan Police Service with Operation Winchester, which has seen officers enforcing against illegal motorcyclist behaviour at key locations across London to improve road safety.

Finally, TfL is working with the Police to use RIDE (Rider Intervention and Developing Experience) a National Driver Offender Retraining Scheme supported by the Association of Chief Police Officers, for lower grade offences as an educational route of action rather than penalty points.

Marketing

TfL's road safety marketing campaigns have aimed to contribute to a reduction in KSIs over the years, at a time when both the population of London has been increasing and traffic on the roads was increasing also. They are effective at raising awareness of specific road safety issues and impacting on road users' attitudes and stated behaviour.

This motorcyclist safety campaign seeks to address the fact that speeding is a significant contributory factor in the majority of motorcycle collisions where no other vehicle is involved. It is aimed at P2W riders to ensure they do not ride in a way that endangers themselves or others by riding too fast.

The marketing activity has been running since its launch in June 2013 and run at regular intervals. Following the sixth burst, the campaign continues to support a rethinking of behaviour among campaign recognisers and it continues to have a positive impact on TfL's reputation / positivity among recognisers

- Campaign recognition remains high at 58%

- As before, there was fairly strong recall of the campaign messages to not ride too fast and to ride safely.
- Agreement on key attitudes of staying within the speed limit, motorcyclists ride too fast and should take more responsibility for their own safety are slightly higher among recognisers than non recognisers.
- Around three quarters of P2W riders agree that they “should take more responsibility for their own safety” - this has not increased over time.
- The advertising continues to support a rethinking of behaviour among campaign recognisers with high agreement (around 80 per cent or better) that it makes them stop and think about how they ride, the risks of riding too fast, the speed they ride, whether they sometimes ride too fast, to slow down in certain situations

The advertising has had a gradual downward trend in riders responding that they rode faster than they should have in the past week, at 44 per cent, from 55 per cent in June 2013 before the marketing first started.

Funding

Safe Streets for London was launched with an unprecedented budget of over £257m that will be invested in road safety over the course of the TfL business plan (to 2022).

The road safety budget is structured across six core work areas:

- Engineering
- Enforcement
- Education and Training
- Campaigns
- Innovation/ evaluation, and
- The Safety Camera replacement programme

TfL’s road safety investment is ever greater in practice than £257m, as parallel programmes including Cycle Superhighways, Better Junctions, Borough LIP schemes and the Freight and Fleet programme all contribute to casualty reduction.

Specific examples of TfL investment in road safety this year are:-

- £4.2 million invested this year in road safety marketing
- £700,000 will be directed on pedal cycle safety campaigns.
- £339,000 spent on motorcycle safety marketing advertising
- £850,000 of support to the Motorcycle Safety Team and its 12 Officers
- £2,584,400 of support to the Cycle Safety Team of 33 Officers who deliver cycle Exchanging places events, bike security marking and enforcement.
- £225,000 is being invested in the motorcycle education and training programme of activities by TfL
- £2,083,000 on pre, primary and secondary school road safety education
- Up to £3,000,000 is available for boroughs through Local Implementation Plan and Borough Cycling Programme funding for child cycle training.

Further information is located in Appendix 3.

Additional planned activity

TfL monitors collision and casualties on an ongoing basis. Following the early identification of an increase in motorcycle KSIs in 2014, and in the early part of this year, along with the continuing high number of fatalities TfL has decided to expand the number and range of its motorcycle safety efforts.

TfL is seeking to expand the success of existing initiatives, such as Bikesafe-London and the Motorcycle Safety Teams enforcement, and developing new initiatives in the short to medium term.

Young rider engagement

There are three Motorcycle Industry Association recommendations being considered – 1-2-1 route based training - risk training and a simulator - but no decision has been made on which to progress. The 1-2-1 training would be suitable for people who commute to work or college by motorcycle. The risk training would be suitable for all riders. The simulator is likely to appeal most to a younger audience who are more engaged with new technology and who would benefit most from being trained in a safe environment before riding extensively on the road. The simulator could be used as a training measure or as an innovative way of engaging with the audience and persuading them to have on-bike training.

Trainer accreditation

TfL plans to work in partnership with the Motorcycle Industry Association to increase the number of Approved Training Bodies (ATB) and riding instructors accredited through their accreditation scheme in London. Planning and negotiations are at an advanced stage. The aim is to increase the number of ATBs accredited in London by around 30 (there are currently only 5 fully accredited) with an even spread across London. The aim of the scheme is to raise the standard of Compulsory Basic Training provision across London in light of reports of poor standards being provided by some ATBs, with the overall outcome being to improve motorcycle safety through having better trained riders. This process will take around 2 years to complete and will be part funded by both TfL and the MCIA.

Biker Down

Biker Down was created by Kent Fire and Rescue Service www.bikerdown.info. It aims to give riders or 'Bikers' the confidence to deal with a motorcycle collision scene if they are the first to arrive. TfL along with the MPS and LAS will be working in partnership with the LFB to deliver Biker Down as a pilot in the borough of Lambeth. The pilot will be running from June to November at West Norwood Fire Station and will be evaluated to see if the scheme is delivering benefits to London riders. The evaluation is expected to be complete in February to inform any wider roll

out of the scheme across London. The sessions are four hours and comprise of 3 modules; scene management, first aid and Personal Protective Equipment

The first and third modules are delivered by the LFB with the LAS delivering the First aid module. The third module will be run slightly differently in London then in Kent. In London this module will be about setting the London scene; what collisions are common in London, how riders can reduce their injuries by wearing the correct PPE and then they will be sign posted to BikeSafe-London for further information on how they can make themselves safer when riding in London.

Appendix 1

Motorcycle fatal investigation report

As published at: <http://content.tfl.gov.uk/ppr621-motorcycle-fatal-files-report.pdf>

Actions to reduce speed-related collisions		Update on progress	Status
1	TfL will provide funding for a 40 per cent uplift in the activities of the Metropolitan Police's Motorcycle Tasking Team, part of the RTPC, to further clamp down on illegal and antisocial road user behaviour such as: •Speeding •Careless riding •Red light running •Uninsured and unlicensed riding; and •Traffic violations by motorcyclists and other roadusers	Activity levels being increased through overtime and extra shifts by Police Officers	In progress
2	TfL will continue to deliver market leading safety campaigns to reduce speeding by motorcyclists and to change their attitudes to speeding.	Motorcycle 'Speed' campaign ran in 2013-15	Complete
3	TfL will increase the reach and coverage of motorcycle speed compliance by installing rear facing cameras on the A13 to enforce the speed limit. TfL will ensure that all average speed camera trial locations will enforce the speed limit with rear facing cameras.	A13 being upgraded and 4 average speed camera trial corridors being installed	In progress
4	The Mayor and TfL will work with London's police to embed the use of Speed Awareness Courses for motorcyclists as an alternative to prosecution, in cases of minor speed infractions.	Motorcyclists are being offered SACs where they meet the criteria set out by ACPO	Complete
Actions to reduce right turning vehicle collisions			
5	TfL will produce hard-hitting safety campaigns to change road user behaviour that currently puts motorcyclists at risk, with a particular focus on areas such as: •Drivers failing to look properly or to accurately judge motorcyclists' paths when turning into or out of side roads, U-turning without appropriate care, changing lanes across motorcyclists' paths •Raising awareness among other road users of the presence and vulnerability of motorcyclists to increase the level of empathy drivers have for motorcyclists •The particular dangers that motorcyclists themselves face when other drivers are turning right or when they are filtering	New 'Road User Behaviour' campaign being developed currently for launch in late October. Risky manoeuvres for car drivers to motorcycles will be included in the campaign.	In progress
6	Building on the Institute of Highway Engineers' forthcoming design guidelines for motorcycling, TfL will produce new design guidance tailored for London. Used on all TLRN schemes, this will draw on the knowledge of motorcycle safety experts to embed motorcycle safety within the design process. TfL will use the borough Local Implementation Plan process to encourage boroughs to apply these principles to their roads.	Project commissioned and underway for an early 2016 completion	In progress
7	TfL will proactively trial new technologies designed to make motorcycling safer. For example, the use of innovative lighting displays designed to increase the width of a motorcycle's visual footprint in order to reduce right turning 'failed to look' collisions.	A New Zealand trial has been reviewed and next steps are to be considered	Not started
Actions to increase enforcement and compliance with the rules of the road			
8	Building on the success of Operation Safeway, TfL and the police, through the new Metropolitan Police Service Roads and Transport Policing Command (RTPC), will ensure that future monthly high visibility traffic enforcement operations will target motorcycle safety alongside that of pedestrians and cyclists.	Operation Winchester is delivering enforcement to increase motorcycle safety	In progress
9	TfL will work with the police to use alternative disposal schemes, such as the Rider Intervention Developing Experience, instead of issuing penalty charge notices for lower order offences.	RIDE is now being offered to riders. Efforts continue to increase the number of courses offered	In progress
10	TfL will fund Scootersafe-London and Bikesafe-London rider assessment days for all high risk riders who have been involved in slight injury collisions in London.	Free Bikesafe courses have been offered to riders involved in slight collisions since 2014	Complete
11	TfL will work with the police to crack down on illegal bikes and riders, as well as cars, forcing them off the road through the ongoing Operation CUBO and other targeted operations.	Operation CUBO and other operations continue as BAU	In progress

Complete
In progress, work started
Not started

Actions to increase the use of Personal Protective Equipment to prevent or reduce injury severity			
12	TfL will advocate and encourage, through a focused programme of engagement, the increased use of PPE by motorcyclists in order to reduce the severity of the injuries they incur when involved in a collision by: <ul style="list-style-type: none"> • Calling on the motorcycle industry and retailers to continue to promote and increase the availability and usage of PPE • Encouraging manufacturers to develop new types of clothing and take forward other PPE advances such as air-bag jackets and use of light weight materials • Encouraging manufacturers and dealers to broaden their ranges of PPE to include clothing for smaller bikes and younger riders • Working with boroughs where motorcyclists experience high levels of risk to implement local awareness campaigns 	Marketing campaigns and other interventions (Police engagement, competition, Bike shows) are encouraging knowledge of and use of PPE by riders	In progress
13	TfL and the boroughs will work with the motorcycle industry and rider groups to improve awareness among riders on choosing and wearing helmets correctly.	This has been incorporated with the PPE behaviour change	In progress
14	The Mayor and TfL will lobby the DfT to include more makes and models of helmets in their Safety Helmet Assessment and Rating Programme so that members of the public are properly informed about helmet safety performance and that future test standards are continually improved.	DfT continue to run SHARP and TfL	In progress
Actions to improve motorcyclist skill and riding behaviour			
15	TfL will develop and pilot a new approach involving schools, colleges, universities, trainers, retailers and businesses in order to reach out to young riders who are most at risk.	Working with Lewisham to develop a pilot trial targeted at younger riders	In progress
16	The Motorcycle Industry Association, working with TfL, will increase the availability of post-test training through promotions, incentives and industry shows.	Promotions and advertising undertaken by MCIA and TfL	In progress
17	TfL will undertake a wide ranging review of Scootersafe-London and Bikesafe-London to ensure they reflect the most up-to-date evidence and best practice in motorcycle safety.	Course content refreshed in 2014	Complete
18	TfL will use the latest data analytics to ensure that its campaigns are targeted and delivered to the right groups and through the right channels by: <ul style="list-style-type: none"> • Making better use of data from the LTDS, crime reporting and MOSAIC classifications to better inform campaign design and implementation • Increasing our knowledge of riders who live outside London but regularly ride in London • Identifying collision hotspots where there has been a disproportionately high number of injuries among BAME groups and using this data to influence future initiatives by boroughs • Making road safety materials available to London boroughs and the police to improve campaign co-ordination across London • Working with local authorities outside London to ensure that campaign, education and training materials reach those commuting into or visiting London • Using peer-to-peer engagement with hard to reach groups of young riders when needed 	Data analysis regularly undertaken and shared as part of the priority borough engagement efforts	In progress
19	TfL, with representatives from the motorcycling industry, will launch a new motorcycle courier and delivery rider code to protect those who use a motorcycle for work and to instil better riding behaviour among their riders.	Now to be styled as 'top tips' advice to riders stop on 'engagement operation'	In progress

Actions to deliver in partnership			
20	TfL, with partners, will undertake a multi-modal research study into younger riders and drivers to better understand their attitudes and behaviour to safety which will influence future road safety initiatives in London.	Not started	Not started
21	TfL and the police will update the motorcycle fatality files research study to identify any emerging safety issues that lead to fatal collisions.	Research to be reset to 2016 or 2017 because of data access difficulty	Not started
22	TfL, in partnership with the Motorcycle Industry Association, will investigate motorcycle safety in European cities that have lower motorcycle injury rates than London and apply the lessons learned from this review.	Behaviour change European Best Practice project completed	Complete
23	The Road Fatality Review Group, including senior representatives from the police and TfL, will meet every two months and will use the latest 'Compstat' style approaches from crime analysis to improve the safety of motorcycles at high priority junctions.	Fatal reviews and meetings ongoing	In progress
24	TfL will develop and fund new engineering guidance and training to up-skill London's road safety professionals and address the unique needs of motorcycle safety in the Capital.	Project commissioned and underway for an early 2016 completion	In progress
25	TfL will enable boroughs to target locations where motorcycle safety improvements are needed by providing, every year, information on high risk locations.	Priority maps for motorcycle KSIs sent to priority boroughs	Complete
26	The Road Safety Steering Group and Motorcycle Safety Working Group will define new areas of research and evidence by: <ul style="list-style-type: none"> • Bringing together hospital, trauma and police data to better understand how injuries happen and to identify ways to increase motorcyclists chances of avoiding injury in collisions • Bringing experts and leading practitioners to seminars and events to further spread motorcycle safety best practice. 	HES research study due for completion in 2015, project was delayed because of consultancy approval and data sourcing delays	In progress
27	The Mayor and TfL will lobby the DfT for further safety and training elements to be included in the motorcycle compulsory basic training and the motorcycle licence test.	Scoping started summer 2015	In progress
28	TfL, working with the DfT, the Driver and Vehicle Standards Agency, industry and motorcycle user groups, will ensure that motorcycle training standards in London are industry-leading using the safest practices and equipment.	Project to start in late 2015	Not started
29	TfL, through the motorcycle working group, will work with the motorcycle industry in Europe to continue to develop future designs and technology to improve motorcycle safety through trials and knowledge sharing.	Project has not been scoped	Not started

Appendix 3

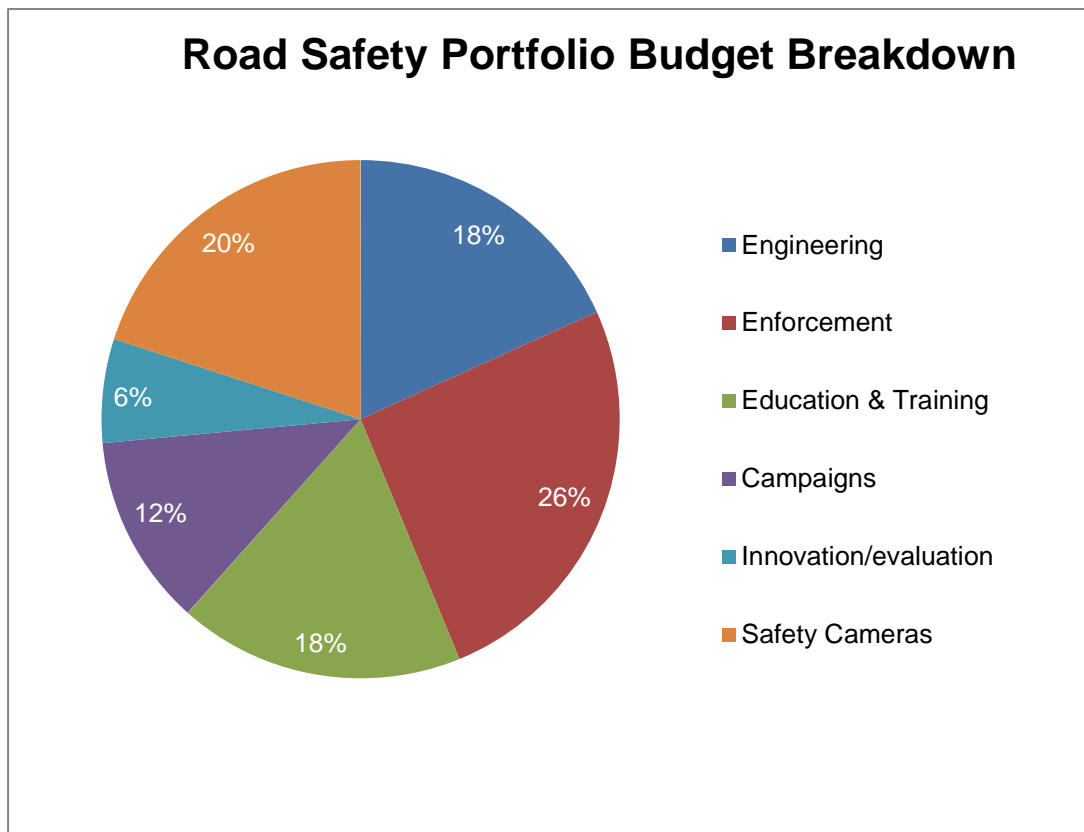
TfL Road Safety Budget

Safe Streets for London was launched with an unprecedented budget of over £257m that will be invested in road safety over the course of the business plan.

The road safety budget is structured across six core work areas:

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TfL's road safety investment is greater in practice than £257m, as parallel programmes including Cycle Superhighways, Better Junctions, Borough LIP schemes and the Freight and Fleet programme all contribute to casualty reduction.



	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
Engineering	4.2	4.8	4.1	5.2	4.9	5.2	6.3	6.2	6.3	47.2
Enforcement	8.2	8.2	8.2	6.5	6.5	6.7	6.9	7.1	7.4	65.7
Education & Training	5.6	5.4	4.7	4.8	4.9	5	5.1	5.2	5.2	45.9
Campaigns	2.8	3.6	3	3.4	3.5	3.3	3.4	3.6	4.1	30.7
Innovation/evaluation	1.3	1.8	1.9	1.9	1.9	1.9	1.9	2	2.1	16.7
Safety Cameras	0	5	25	21.5	0	0	0	0	0	51.5
	22.1	28.8	46.9	43.3	21.7	22.1	23.6	24.1	25.1	257.7