MAYOR OF LONDON

Valerie Shawcross AM
City Hall
The Queen's Walk
More London
London SE1 2AA

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Dear Val

London Assembly Transport Committee report – 'Feet First: Improving Pedestrian Safety in London'

Following your scrutiny of pedestrian safety in January of this year, please find enclosed Transport for London's full response to the eight recommendations in the recently published 'Feet First: Improving Pedestrian Safety in London' report.

I welcome your work around pedestrian safety in London and look forward to further discussions on how to further improve safety and build and expand strategic support for pedestrian issues.

My Deputy Mayor for Transport, Isabel Dedring, would be happy to discuss any aspect of this further with you.

Yours ever,

Boris Johnson
Mayor of London

Enc: TfL's response to the London Assembly's report 'Feet First: Improving Pedestrian Safety in London'

TfL's response to the London Assembly's report 'Feet First: Improving Pedestrian Safety in London'

1. Background

1.1. The safety of pedestrians is very important to the Mayor and Transport for London (TfL). We welcome the London Assembly Transport Committee's investigation into pedestrian safety, along with its recommendations on how safety can be improved.

1.2. There has been a significant reduction in the number of pedestrian Killed and Seriously Injured (KSI) casualties over the last 10 years. In June 2013, we published 'Safe Streets for London: A road safety action plan for London 2020', with an ambitious target of reducing KSI casualties by 40 per cent by 2020, from a baseline of 2005-09 average. A significant reduction in the number of pedestrian KSIs is vital in order to reach this goal.

1.3. There is an extensive range of work underway across TfL and other parties to improve pedestrian safety and to make walking more desirable in London. This includes the roll out of pedestrian countdown at traffic signals; trials of new pedestrian detection technology at crossings; improving some of London's major gyratory systems such as Tottenham Hale and Euston Circus; and continuing the roll out of the innovative Legible London wayfinding system to make it easier for people to navigate around the city. These are set out in the Pedestrian Safety Action Plan (PSAP) discussed below and attached as an appendix.

2. Recent KSI trends

2.1. In 2011 and 2012 there was a worrying increase in the number of pedestrian KSIs in London. However, figures for 2013 show a significant reversal of the short term trend that seemed to be emerging and the long term trend shows strong progress towards our target.

2.2. In 2013, pedestrian KSIs were down 25 per cent on 2012 figures, and 31 per cent on the 2005-09 baseline. However, last year pedestrians still accounted for 19 per cent of all casualties on London's roads, 35 per cent of all serious injuries and 49 per cent of all fatalities. This is set within the context of pedestrians having a mode share (in terms of journey stages) of 26 per cent.

2.3. While the reduction in KSIs for 2013 is positive, much work still needs to be done to ensure pedestrians are safe in London and to further reduce the number of pedestrians involved in collisions.

3. Pedestrian Safety Action Plan

3.1. Building on the Safe Streets for London plan, the PSAP sets out 31 actions to further improve pedestrian safety in London. It has been developed in partnership with the Pedestrian Safety Working Group (PSWG), which includes a broad range of stakeholders including Living Streets, 20's Plenty for Us, RoadPeace, Transport for All, London Councils and Sustrans.

3.2. Some of the key action areas include the publication of London's first Pedestrian Design Guidance; development of a 'Gold Standard' pedestrian crossing that would utilise the latest technology to improve safety; trialling 20mph limits on the Transport for London Road Network and the trialling of Intelligent Speed Assistance (ISA) technology on buses.

3.3. On 31 March 2014, the PSAP was issued in draft form online for public comment, closing on 9 May. There were over 100 responses during the public comment period from members of the public, London boroughs and other key stakeholders. Stakeholders have welcomed the Plan and feedback has been largely positive. Public and stakeholder comments have helped to shape the final version of the Plan, published on 11 July 2014.

3.4. The PSAP is an important step forwards in addressing pedestrian safety, reducing pedestrian KSIs and making London a more attractive city to enjoy on foot. We are grateful to all those who have played a part in shaping the PSAP, including the London Assembly Transport Committee through its investigation into pedestrian safety.

3.5. Detailed responses to the Committee's recommendations are contained in this report. We welcome the findings, many of which align with the actions in Safe Streets for London and the PSAP.

4. Responses to the recommendations made by the London Assembly in 'Feet First: Improving Pedestrian Safety in London'

4.1. ***Recommendation 1***

We recommend that the Mayor and TfL should demonstrate their commitment to improving pedestrian safety by:

- ***Adopting the Vision Zero approach to eliminating road death and injury***

4.1.1. Safe Streets for London sets out our ambition for roads free from death and serious injury, in line with the Vision Zero principles. Chapter Three, section 3.4, outlines the new approach being taken by us, acknowledging that people make mistakes, and proposing that a safe system is needed that accommodates human error and unpredictability.

4.1.2. It is this longer-term ambition of the Plan that underpins the interim target of a 40 per cent reduction in KSIs by 2020, which in turn informs the development of shorter term actions to reduce casualties in London. The ambition requires all those responsible for road safety in London to strive to protect all road users from the impact of human error.

4.1.3. The PSAP, as a daughter document to Safe Streets for London, incorporates this approach throughout, which is reflected in the actions that have been developed to improve pedestrian safety in London.

- ***Developing a series of specific target reductions in pedestrian deaths and injuries to support this goal;***

4.1.4. The Mayor has set the challenging target of reducing all KSI casualties on London's roads by 40 per cent by 2020. People walking, cycling and riding motorcycles accounted for almost 80 per cent of all those killed or seriously injured on London's roads in 2013. Therefore, progress in reducing casualties among these three groups will need to be made to achieve the 2020 casualty reduction target. Pedestrians make up the largest group of vulnerable road user KSIs, therefore the largest reductions are needed amongst pedestrians in order to meet the overall 40 per cent reduction target. We will continue to report casualty numbers by road user group and, where the data is sufficiently robust, we will also report on levels of risk in terms of casualties per distance travelled by different road user groups.

4.1.5. The Mayor has committed to increase levels of walking in London, over and above its current 24 per cent mode share. As such, the 40 per cent target for reduction in KSIs is all the more ambitious, considering the additional number of walking trips expected.

- ***Appointing a representative to champion walking and the interests of pedestrians at a senior level;***

4.1.6. The interests of pedestrians are already championed by a number of senior officials within the GLA and TfL. This is supported by two of Surface Transport's key strategic outcomes which are to 'continue the downward trend in casualties on London's roads and public transport networks' and 'to support an increase in walking by creating safe, attractive and accessible streets and public spaces that people can use and enjoy'. These outcomes are pursued at the highest level within TfL, with senior officers owning their delivery.

4.1.7. Further evidence of the importance of walking can be seen through the wide range of schemes that have been, or are soon to be, introduced across London that will have significant benefits for pedestrians. Examples include the innovative Legible London wayfinding programme which continues to expand across the Capital; investment in the improvement of some of the city's busiest locations, such as Elephant and Castle and Old Street and Kings Cross, to improve the urban realm and make them better and safer for pedestrians. We also provide extensive funding to the London boroughs to invest in their own projects and programmes through Local Implementation Plan (LIP) funding; a significant proportion of this funding delivers pedestrian and public realm enhancements.

- ***Developing and sponsoring a large-scale pedestrianisation event in central London to promote the benefits of walking;***

4.1.8. We are actively looking at developing or supporting a large-scale, recurring open street event or programme of events to promote walking. There are a number of options being considered, from a single large-scale event in central London to a London-wide programme of 'open streets' centred on London's diverse town centres and villages. A working group will refine the options available, working with external stakeholders, developing a business case and considering suitable funding models.

4.1.9. In addition to this we actively support a range of pedestrian events across London. This has included Living Streets' Walking Month earlier this year and the regular traffic free days at major locations in the West End such as Regent Street and Oxford Street.

4.1.10. Our response to the Roads Task Force (RTF) commits to 'get more from our road network' by exploiting the potential to either permanently or temporarily 'free up' space for different uses. This includes exploring the scope for more informal use of roads and streets as public spaces with a programme that allows temporary, traffic-free events for public enjoyment in some of London's iconic locations, such as Regent Street, Victoria Embankment and London's bridges.

- ***Publishing a fully-costed budget for the implementation of the actions in the Pedestrian Safety Action Plan.***

4.1.11. All the actions in the PSAP are fully funded. This funding is drawn from a wide range of budgets across our Business Plan including highways investment, marketing, traffic infrastructure, policing and safer transport, freight initiatives, education & training and borough LIP funding. TfL officers working in these areas have been heavily involved in planning and developing the PSAP and are committed to funding and delivering the actions included within the Plan.

4.1.12. The PSAP does not include a cost plan showing sums of funding to be allocated to each action, as this would limit the flexibility of the plan to redirect funding in future. Also, many of the initiatives in the plan are broader in their impact than solely improving pedestrian safety. As such, it is not meaningful to split the pedestrian safety benefit of safety cameras or 20mph limits for example, to show their respective funding levels in the plan.

4.2. ***Recommendation 2***

We recommend that, by October 2014, TfL should have considered, and put plans in place to review its approach to data collection, sharing and analysis relating to pedestrian casualties, including:

- ***Working with the police and NHS to produce a comprehensive database of pedestrian injuries;***

4.2.1. We are working in conjunction with the NHS to provide a more accurate and complete picture of vulnerable road user injuries and collisions. In addition to this, we are working with the Metropolitan Police Service (MPS) to improve roadside reporting procedures via the use of a mobile application. This will result in more accurate data collection allowing much greater statistical analysis to help inform effective deployment of resources.

4.2.2. We will also be undertaking an in depth study to better understand serious injury casualties amongst pedestrians. This will include analysis of Hospital Episode Statistics (HES) and Trauma Audit and Research Network data. Identifying the types of injuries sustained will help us plan counter measures to target these particular injury types and prevent future pedestrian casualties. This research is set out in PSAP action 29.

- ***Commissioning updates on pedestrian casualty research conducted before 2010;***

4.2.3. Action 29 in the PSAP gives a commitment to commission follow up research into pedestrian fatalities. This follows on from our 2012 publication, 'Analysis of police collision files for pedestrian fatalities in London 2006-2010', available at tfl.gov.uk/cdn/static/cms/documents/pedestrian-fatalities-in-london.pdf.

4.2.4. In order to gain a meaningful review, this new research will look at police files for pedestrian fatalities between 2011 and 2015 and will build on the knowledge around the causes and potential preventions of pedestrian fatalities. The report is due for publication in 2016.

Publishing data on pedestrians Killed and Seriously Injured (KSI) on a monthly basis to enable wider and more timely analysis;

4.2.5. Safe Streets for London (SSfL), London's road safety plan, set out an open approach to data provision, to ensure easier access to the latest information on collisions and casualties in London. The use of 'open source' techniques makes data simple to access online and new web-based tools have been developed to access casualty data online and to share information more easily with the public, road safety stakeholders and boroughs to track progress.

4.2.6. Casualty and collision figures for London, as reported by the police under the STATS19 national reporting system, are processed in TfL's ACCSTATS database. The ACCSTATS collision and casualty database is the key data source used for reporting collisions and casualties on London's roads and in understanding the impact of road safety interventions in London. The new TfL ACCSTATS Lite web-based tool provides easy access to this information on-line and allows both TfL and London's boroughs to make more informed decisions about action, leading to more effective interventions and more efficient use of resources.

4.2.7. Casualty, collision and vehicle data files for 2013 are also freely available on the TfL website, along with yearly data files going back to 2005, allowing the analysis of almost a decade of road safety figures. This provides detailed road safety data about the circumstances of personal injury road traffic collisions in London. This information is available at http://www.tfl.gov.uk/corporate/publications-and-reports/road-safety.

4.2.8. In addition, progress towards the Mayor's target of a 40 per cent reduction in KSI casualties by 2020, from the 2005-09 baseline, is reported in quarterly progress reports available at http://www.tfl.gov.uk/corporate/publications-and-reports/quarterly-progress-reports.

4.2.9. Provisional casualty and collision figures, including the number of pedestrian KSIs in London, are available from TfL throughout the year. In line with the Department for Transport (DfT), TfL will also publish quarterly provisional casualty figures for London, including the number of pedestrian KSIs. This will be available by late summer 2014 on the TfL website at www.tfl.gov.uk/roadsafety.

- ***Analysing existing collision data to develop predictive road safety measures that will reduce KSIs;***

4.2.10. We already undertake extensive analysis of existing collision data to inform road safety measures across the Transport for London Road Network (TLRN), and to advise boroughs of priority locations for casualty reduction on their road network.

4.2.11. In March 2014, we published the Road Risk and Vulnerable Road User Working Paper which brought together Stats 19 data with London Travel Demand Survey (LTDS) data to demonstrate the level of exposure and risk posed to vulnerable road users, including pedestrians. This analysis has helped inform many of the actions in the PSAP and has enabled consideration of how risk may change across London and its population in the future. Indeed, we are actively using this to identify measures in the Plan that will help to reduce the level of risk posed to pedestrians in the future.

4.2.12. In addition to this, we undertake extensive analysis of the road network to identify locations where a higher number of road users are killed and seriously injured, to inform the delivery of engineering measures across the TLRN. We share this information with the boroughs to help inform their own road safety programmes on their own roads.

- ***Bringing together local engineers from TfL and the boroughs with road crash investigators from the Met Police to produce joint reports on the causes of serious collisions***

4.2.13. The investigation into serious and fatal collisions is currently undertaken by the Serious Collision Investigation Unit (SCIU). As part of the overall investigative strategy the SCIU already utilise information from a variety of sources including TfL and borough engineers. From December 2014 the SCIU as part of the new Roads and Transport Policing command (RTPC) will maintain their initial response to serious and fatal collisions, but will now take primacy for all matters that require a secondary investigation due to complexity.

4.2.14. As of this year we have established the Road Fatality Review Group which provides a forum where collision investigators, road designers, enforcement agencies and non-governmental organisations come together to discuss specific locations and develop joint problem solving approaches.

4.2.15. The police are also consulted when any safety scheme is proposed on the road network.

4.3. ***Recommendation 3***

We recommend that TfL demonstrates leadership in how it works with boroughs to identify and improve pedestrian collision hotspots by:

- ***Reporting to the Assembly, by October 2014, on how it will work with boroughs to develop plans to treat the 24 current pedestrian collision hotspots;***

4.3.1. To date, good progress has been made on addressing the 24 locations identified for further study to improve pedestrian safety. Of the 24 locations, 12 fall on the TLRN and 11 are being addressed to improve safety through one of a number of major improvement programmes being overseen by our Road Space Management Directorate. The 12th site, at Camden High Street/Parkway, was part of an improvement scheme delivered in 2012 and is currently being monitored through our Traffic Accident Diary System (TADS).

4.3.2. Of the 12 locations that fall on borough roads, we understand that only three are currently not being addressed or considered for action by the relevant borough. We will prioritise conversations with these boroughs to encourage further action. The other nine locations are either on the borough's LIP Major Projects programme or have been singled out for action as part of the borough's own improvement plans for the area.

4.3.3. Since 2013, we have provided lists of priority locations for casualty reduction to all London boroughs to help them identify the key collision hotspots on their road networks. It is ultimately the decision of each individual borough as to how they wish to address these hotspots and whether or not they choose to invest LIP funding to improve safety. We are providing information and data and encouraging the boroughs through LIP guidance to channel their LIP funding towards these sites.

- ***Publishing an annual list of hotspot locations to be improved on the Transport for London Road Network (TLRN);***

4.3.4. We undertake detailed collision analysis annually to prioritise locations on London's main roads (TLRN) that are suitable for improvements through road safety engineering. These are locations where a disproportionate number of fatal and serious collisions have occurred, in particular collisions involving vulnerable road users (pedestrians, cyclists and motorcyclists).

4.3.5. Safe Streets for London contains an action to identify 'critical list' locations on the TLRN and to publish those locations that are treated on an annual basis. The 'critical list' is used to identify locations with safety concerns on the TLRN, for which road safety engineering measures are developed. The 'critical list' is a list of locations where there are no previously existing plans for safety improvements, but where there is a clear safety issue.

- ***Reviewing road safety audit processes to make sure that pedestrian modelling data is included;***

4.3.6. We carry out a Road Safety Audit (RSA) as standard practice on all schemes introduced across the TLRN with a potential impact on the Highway. These are a statutory requirement only for roads managed by the Highways Agency; however we feel that undertaking RSAs on the TLRN is important to ensure that new schemes do not have an adverse impact on road safety and is a further example of where we are raising the bar in road safety engineering standards. We are also working with the boroughs to encourage them to undertake RSAs as standard on their own schemes and to utilise the skills of our own RSA team and procedures.

4.3.7. Our RSA procedure has been written specifically for London reflecting the unique nature of many of the roads in the city. It encompasses all types of improvement scheme, from minor works to major works, some of which will not have a pedestrian element (such as road marking schemes). It would therefore not be appropriate to specify pedestrian modelling is included for all schemes. However, it is fundamental to our RSA procedure that the needs of pedestrians are considered. For major schemes that have a significant pedestrian element then pedestrian modelling is done, and where this is the case it will be part of the RSA.

4.3.8. We periodically review our RSA procedure. The most recent version of the procedure was launched in May 2014 and can be viewed on-line at the following link: http://www.tfl.gov.uk/corporate/publications-and-reports/road-safety. We are currently undertaking a review to ensure that the current procedure is at the forefront of international best practice.

- ***Developing a method to capture and monitor pedestrian feedback on safety issues e.g. via Twitter and publish its findings and actions from this monitoring.***

4.3.9. We agree with this recommendation from the Committee and we have included an action in the final PSAP to address this. This new action will make it easier for people to report issues relating to safety such as poorly positioned crossings, issues of speeding or a lack of compliance with crossings and other safety concerns. The intention is that this tool will sit prominently on our web pages, which will also be enhanced to provide further information for pedestrians, including safety information.

4.4. ***Recommendation 4***

We recommend that the Mayor and TfL should demonstrate their commitment to creating appropriate vehicle speeds across London by:

- ***Reporting, by September 2014, on the scope for increasing the percentage of the road network with 20mph speed limits to 50 per cent by 2016;***

4.4.1. TfL recognises that slower speeds can play an important role in improving road safety in London. To date, TfL has helped boroughs deliver over 400 20 mph zones and limits across London. These cover 3,855 km of London's roads, close to one quarter of total length. It is actively supporting, and funding the installation of 20mph zones and limits on borough roads across London, via Local Implementation Plans (LIPs). In addition, TfL officers are working closely with a number of London boroughs including Islington, Hackney, Camden, Southwark, Lambeth and the City of London to ensure that changes to speed limits happen in a consistent and joined up way across authorities.

4.4.2. Road safety is strongly emphasised as a priority in the current LIP guidance and, as such, boroughs have all the tools and support from TfL necessary to implement 20 mph zones and limits widely on their roads. TfL has:

- Provided maps of the specific roads that casualty reduction needs to be achieved on.

- Articulated in a number of policy documents its support for 20mph limits on the roads managed by the London boroughs.

- Provided funding through LIPs.

- Offered support in analysing crash data

- Provided monitoring through the Traffic Accident Diary System (TADS).

4.4.3. As Highway Authorities for 95 per cent of London's roads, a strong lead on 20mph needs to continue to be taken by London's boroughs if the Transport Committee's aspiration of 50 per cent of London's roads with a 20 mph limit is to be achieved.

4.4.4. In the wake of the report by the Mayor's Roads Task Force (RTF), there is increasing recognition that speed limits have an important role to play where 'movement' and 'place' need to be better balanced. While the majority of 20mph limits are on borough roads, there are also an increasing number on the five per cent of London's roads managed by TfL. These include, Camden High Street, Tower Bridge, the IMAX roundabout, New Cross Gate, Rotherhithe Tunnel and Tottenham Hale.

4.4.5. In addition, TfL converted two TLRN routes in the City of London to 20 mph on the 20th of July this year. These 18 month trials in the City take in economically important streets with a high 'place' function and high levels of cycling and walking, including Blackfriars Bridge, New Bridge Street, Farringdon Street, London Bridge, King William Street, Gracechurch Street, Bishopsgate and Norton Folgate.

4.4.6. Using the RTF report as a framework, we will learn lessons from where we have 20 mph limits on the TLRN to understand the most effective means of implementation and compliance. This will help to determine where 20 mph limits could be used more widely on the roads that TfL manages, and to guide the approach to implementation to reduce casualties, increase active travel and enhance places, while also seeking to minimise the impacts on traffic and buses.

4.4.7.

- ***Publishing a timescale for implementing 20mph speed limits across the TLRN on those road types identified as suitable by the Roads Task Force, by September 2014;***

4.4.8. As part of our response to the Roads Task Force report, 20mph speed limits on the TLRN are currently being trialled on an experimental basis to enable further understanding of their impacts. Current sites include Waterloo IMAX Roundabout and Camden High Street. Starting in July 2014 a trial will commence on two TLRN routes in the City of London, where conclusions and recommendations will follow the trial period which will end in 2016. Action 11 of the PSAP outlines our commitment to these trials and the potential to roll these out over similar schemes in the future.

- ***Publishing guidance for the boroughs on implementing street type classification, by September 2014;***

4.4.9. We will publish guidance for the boroughs on how to agree and implement RTF street types in December 2014. This report will include existing street type maps where agreed with London boroughs, plus RTF themed indicators for movement and place performance.

- ***Reporting, by September 2014, on the scope for more support, including funding, for boroughs to install more 20mph zones.***

4.4.10. We continue to encourage and support boroughs that wish to implement 20mph limits on their road network. To date, we have already funded 400 such schemes. Action 12 in the final PSAP outlines our commitment to encourage more boroughs to deliver 20mph schemes through their LIP programmes in order to create safer environments for pedestrians in London. Activity on this action is already underway.

4.5. ***Recommendation 5***

We recommend that the Mayor and TfL should review the safety and quality of pedestrian crossings in London, including:

- ***Using an assumed walking speed of 0.8 metres per second to calculate minimum crossing times;***

We are committed to ensuring that crossings are safe for all who use them and the actions we've developed as part of the PSAP demonstrate this.

In 2010, we updated our traffic signal design standards to align with the Department for Transport's (DfT's) latest national guidance. This guidance is accepted as the national standard and provides minimum safe design parameters for traffic signal timings.

All pedestrian crossing sites are now designed to ensure that they provide:

- At least a 6-second green man invitation-to-cross period (which is the time for pedestrians to step off the kerb and start their crossing)

- A blackout period, designed to enable pedestrians walking at the DfT-set assumed speed of 1.2m/s, to safely complete their crossing once the green man has gone out. The assumed 'normal' walking speed of 1.2m/s is utilised both within the UK and internationally as the basis for pedestrian crossing timings.

There is a common misconception that pedestrians have only the time when the green man is illuminated to cross the road. The green man is in fact only the invitation for them to leave the kerb. It is the blackout period that follows (where no pedestrian signal is illuminated) which continues to provide safe crossing passage. Pedestrians therefore have both the green man time as well as the blackout period to safely complete their crossing, meaning that in practice, the combined green man and blackout elements actually allow pedestrians more time than the 1.2m/s prescribed by the DfT. The lack of public awareness of this is one of the key reasons TfL developed and introduced Pedestrian Countdown technology, which supplements the blackout period with a helpful countdown display.

4.5.1. Whilst we do not plan to introduce a new minimum crossing standard for London based on a walking speed of 0.8 m/s, the PSAP does contain a number of actions that address pedestrian crossings directly. This includes:

- A new 'gold' standard for all new and upgraded pedestrian crossings in London, complemented by TfL's programme to double the number of sites that have Pedestrian Countdown by 2016;

- the development of an online reporting tool that empowers communities to highlight any controlled crossings that they may have concerns with;

- research to better understand contributory factors associated with collisions at pedestrian crossings; a continued marketing campaign to further drive home the importance of road safety;

- a trial of pedestrian split cycle offset optimisation tool (SCOOT) technology at a number of sites across London.

4.5.2. This will enable the number of pedestrians waiting to cross to be detected by the signals and for the crossing time to be extended accordingly to allow more people to cross safely.

- ***Conducting road safety audits of all sites where Green Man time has been changed since 2010, by March 2015;***

4.5.3. Safety considerations are central to our extensive rolling programme of crossing timing reviews, and the green man invitation to cross period will not be reduced below the six-second standard set by the DfT. All new schemes in the TLRN are monitored through the Traffic Accident Diary System (TADS) and any increase in KSIs at a site will be investigated. Therefore, we do not plan to carry out safety audits on all locations where there have been increases or decreases in green invitation periods. We monitor road safety patterns on the TLRN throughout the year which would be picked up through our proactive monitoring and screening process.

4.5.4. The green man invitation to cross period is the time during which pedestrians are invited to enter the carriageway and commence crossing. The green man period is not intended to be the time allowed for pedestrians to cross the road. All crossings on the road network meet the minimum safety guidance set out by the DfT and we extend the green man invitation to cross period on a case by case basis at many locations across London. These locations are all subject to higher pedestrian demand and include school crossings or other similar areas with high pedestrian numbers. The green invitation to cross is extended if pedestrians do not have sufficient time to enter the carriageway. This is regularly assessed and adjusted by Traffic Signal Engineers on a case by case basis.

- ***Providing, by October 2014, a breakdown of all traffic signals in London, detailing whether each meets the criteria for the installation of a) Pedestrian Countdown and b) Pedestrian SCOOT technology;***

4.5.5. It is now part of standard design for any new or updated signal facility on the TLRN that meets the design criteria to include Pedestrian Countdown. As of April 2014, we had installed Pedestrian Countdown at over 200 sites (550 signals). By 2016, we will double the number of pedestrian crossings operating Pedestrian Countdown from around 200 to more than 400, roughly 10 per cent of all pedestrian crossings in London. We will also be strongly encouraging boroughs to adopt Pedestrian Countdown as standard to reduce pedestrian uncertainty at crossings.

4.5.6. We do not have a breakdown of all traffic signals in London detailing whether they meet the criteria for the installation of Pedestrian Countdown. We assess them against the criteria on a case by case basis. To carry out a dedicated feasibility study for every signal crossing in London would divert resource away from other delivery programmes such as SCOOT, audible and tactile compliance, cycling schemes and signal modernisation.

4.5.7. Pedestrian SCOOT technology is still undergoing on street trials, finishing in late summer 2014. Until the results of these trials are available it is not possible to determine where this technology could be applied.

- ***Providing, by October 2014, a timescale for the roll-out of Pedestrian Countdown and/or SCOOT at all sites which meet the criteria for installation;***

4.5.8. As outlined above, we are exploring its programme of future Pedestrian Countdown roll out and will continue to identify suitable opportunities for the installation of this technology. Retrofitting Pedestrian Countdown equipment to existing signals is considerably more expensive than introducing the signals as part of new infrastructure works. We therefore intend to install Pedestrian Countdown when other works are carried out at sites which meet criteria for installation.

4.5.9. As mentioned above, it is too early to plan roll-out of Pedestrian SCOOT.

- ***Ensuring that all pedestrian crossings are fitted with audio and tactile facilities by January 2015;***

4.5.10. In The Mayor's Your Accessible Transport Network document, a commitment was included to upgrade, by Spring 2016, the remaining 276 (six percent of) signalised pedestrian crossings in London to include rotating cones and/or audible signals and tactile paving. As of April 2014 we have reduced the number of sites without these facilities to 172 and continue with a programme of works to ensure all those remaining sites will be completed by 2015/16.

- ***Lobbying government for the transfer of powers to TfL to take enforcement action against vehicles which block pedestrian crossings.***

4.5.11. We recognise this as being a safety issue for pedestrians and welcome the Committee raising this in their recommendations. We will assess the costs and benefits of this proposed action to inform a lobby position. We are already actively lobbying the DfT on a number of areas to help improve pedestrian safety, including the improved design and operation of HGVs and priority for pedestrians on side streets over turning vehicles. Actions 18 and 19 in the PSAP outline the current lobbying activity that we are engaged in with the DfT and the European Commission. Activity on both these actions is already underway and we anticipate that they will develop over the course of the plan, allowing us to take on new areas of activity.

4.6. ***Recommendation 6***

We recommend that the Mayor and TfL take action to improve the safety record of large vehicles in relation to pedestrians by:

- ***Requiring all contractors working on GLA/TfL infrastructure projects to achieve the FORS Gold standard by 2016;***

4.6.1. As part of our Work Related Road Risk (WRRR) contract requirements, all relevant suppliers (those operating vehicles as part of the contract) must adhere to specific safety standards. These include accreditation to at least FORS Bronze, where drivers are trained on vulnerable road user safety and vehicles fitted with enhanced safety features. These road risk requirements are currently implemented at FORS Bronze and Silver level. At FORS Gold, operators demonstrate the benefits of these safety requirements and how they have made a difference to the operation.

4.6.2. We currently require all fleet and contracted fleets to be accredited to FORS bronze as a minimum. We are currently exploring introducing a new target for all relevant GLA/TfL contracts fleets to be accredited to FORS Silver by 2016. Implementing FORS Gold by 2016 would require significant additional costs to operators who also need to provide two years worth of data on key performance indicators such as fuel efficiency before being awarded Gold. Many of the additional requirements set down by FORS Gold are therefore not necessarily attainable within a two year period and are not necessarily related to the safety of the vehicles and drivers. .

- ***Reporting to the Assembly, by October 2014, on the scope for using iBus data to monitor the performance of bus drivers in relation to speeding and traffic signal compliance;***

4.6.3. We take bus driver standards and performance very seriously and significant effort goes into selecting, training and monitoring drivers and driving standards.

4.6.4. The iBus system is not designed to monitor drivers or driving standards. It is designed to help us manage fleet operations, ensuring that buses get to the right places at the right times. Whilst it is possible to gain an approximation of the speed of a vehicle by looking at the distance covered within a certain timeframe, this only provides an average speed and any report would require manual interpretation to understand the conditions and situation at the time of the recording. In light of this the current iBus system is not an appropriate tool for monitoring speed compliance in a proactive manner due to the lack of appropriate data recorded through the system.

4.6.5. Also it is not currently possible to monitor traffic signal compliance without significant investment in infrastructure and technical upgrades to vehicles. At the time of writing, no system exists that intelligently links traffic signalling with vehicle monitoring systems. On-bus CCTV cameras do often provide coverage of traffic signals, and this has been used in incident investigations, but it should be noted that this is not a design feature, but often a benefit of forward facing cameras that show the driver view from within the vehicle.

4.6.6. Bus operators also have an important role to play in monitoring performance and driving standards. Many operators currently fit telematic systems to their vehicles which provide varying sources of bus related data. Although the type of information recorded will vary based on the system installed by the operating company, almost all will provide some form of vehicle speed, braking and acceleration data. Operators are known to use such systems as part of their incident investigations, training, and often as part of initiatives to promote better driving standards.

4.6.7. The PSAP also commits us to undertaking an on-street trial of Intelligent Speed Assistance (ISA) technology on buses in 2015. This will help us to understand the role of this technology in ensuring that buses comply with the speed limit in London at all times.

- ***Requiring bus/subcontracted fleet operators within Greater London to provide copies of investigations of collisions involving their vehicles;***

4.6.8. It is already a contractual requirement that all bus operators report the details of incidents to us via a bespoke reporting system, which is then used to generate reports and statistical analysis. Collision incidents of all types are reported to us, irrespective of the severity of the incident or blame. With approximately 8000 buses operating on nearly 800 routes, this generates a large number of reported incidents on an annual basis. Operators are not required to provide copies of investigation reports to us for all incidents due to the volume and variety of reported incidents, which can range from a knocked wing mirror, through to a fatality.

4.6.9. For more serious incidents, we will actively scrutinise any investigation and findings undertaken by the operator. These more in-depth investigations will remain as open cases until we are satisfied that the operator has conducted a full and thorough investigation of the incident, identified areas of improvement and taken steps to prevent a similar incident re-occurring. We assist and facilitate the sharing of key findings between bus operators and across the network as a whole, and this is an ongoing process that is shown to work well.

- ***Ensuring that all new and renewed bus contracts contain specific performance indicators to monitor and improve the safety record of bus companies in preventing pedestrian KSIs.***

4.6.10. We already have a range of safety performance measures in place in order to seek assurance that operators are undertaking their operations in a manner deemed to be as safe as reasonably practicable. This includes covert driver quality monitoring; engineering quality monitoring; annual safety audits; extensive driver training requirements; the fitting of CCTV on all vehicles; the carrying out of risk assessments on every bus route; assessment of safety management systems and arrangements when assessing tenders from operators and a robust incident reporting system between bus operators and TfL.

4.6.11. We have considered introducing specific safety performance indicators into all new bus contracts, but believe that the safety performance measures already in place, including those outlined above, lead to more meaningful improvements to safety performance. Bus routes have different characteristics and the risks posed differ widely for individual routes across the network. Therefore it has not been deemed possible to incorporate meaningful safety performance indicators into contracts in a manner that would lead to reduced KSIs. We feel that the existing safety requirements contained within bus contracts are sufficiently strong. We therefore concentrate on minimising safety risks, and work with the operators to ensure high standards are maintained across the network.

4.6.12. Our safety assurance and monitoring systems are under constant review and they will continue to be developed in order to learn from best practice and to maintain the highest possible standards.

4.7. ***Recommendation 7***

We recommend that the Mayor and TfL work with the police to develop a detailed strategy for traffic law enforcement across London, including:

- ***Conducting a review of the effectiveness of current traffic law enforcement;***

4.7.1. We have established a Road Safety Steering Group (RSSG) that brings together the key agencies across London with an interest and role to play in improving road safety. The RSSG has a number of sub-groups, exploring particular road safety issues in greater detail. The Enforcement Sub-Group, which is made up of representatives from the MPS, City of London Police, TfL, Sustrans and RoadPeace, provides a forum for discussion around ongoing and planned enforcement related activities and for issues/concerns to be raised. All attendees have agreed that information sharing is important to partnership working and will work to evaluate the effectiveness of police activity on London's roads. We are also reviewing the effectiveness of Operation Safeway, both during and post operation.

- ***Producing annual plans for traffic law enforcement that target specific offences affecting pedestrians, including red light jumping, driver mobile phone use and speeding;***

4.7.2. We will work in conjunction with the Roads and Transport Policing Command to publish an annual KSI reduction plan. This plan will outline planned activities designed to result in a reduction in the number of vulnerable road users killed or seriously injured on London's roads. The aim of the plan will be to outline all MPS activities that contribute to KSI reduction. The plan is still in the development stages but it is likely to identify a number of interventions which will result in a reduction in offences which contribute to KSIs, including those referenced here by the Transport Committee.

- ***Installing safety cameras at all the sites where TfL's analysis has already shown they would reduce deaths and serious injuries, by January 2015.***

4.7.1. We are working in partnership with the MPS to replace existing wet film cameras with upgraded digital versions by 2016. This programme of investment will greatly increase the capacity of the MPS to enforce against speeding vehicles. We are currently undertaking analysis that will allow the MPS to better target speeding in areas of concern through the use of fixed cameras and speed gun enforcement.

4.7.2. We believe, and the evidence strongly supports the view that safety cameras are an important means of reducing KSIs. Our commitment to safety cameras as an effective way to reduce casualties is demonstrated by the upgrade programme to ensure that camera technology is up to date, with potential additional locations identified with a serious casualty history that justifies a new camera. Further, the new digital cameras that monitor red light offences also have the ability to monitor speeding vehicles on the green phase at traffic signals, thereby further enhancing the ability of these systems to make the roads even safer.

4.7.3. TfL already installs safety cameras on TLRN and borough roads which have been identified with a serious casualty history. TfL will consider the installation

of cameras at new sites which have been identified with a serious casualty history.

4.8. ***Recommendation 8***

The Mayor and TfL should work with the police to send a clear message that road traffic offences that endanger life will not be tolerated by:

- ***Ensuring that road crime is included in Met crime statistics;***

4.8.1. We welcome the suggestion on ensuring that road crime is included in Met crime statistics. We will work with the RSSG Enforcement Sub-Group to investigate the possibility of including road crime in MPS crime statistics. We will report back to the Transport Committee in due course on this recommendation following the conclusion of discussions with the MPS Performance Team.

- ***Publishing, on an annual basis, the prosecution and conviction outcomes for drivers who kill or seriously injure pedestrians;***

4.8.2. We welcome this suggestion from the Committee and work is already underway with the MPS on this. Whilst this is in the early stages of development it is not possible to comment in detail on the best way in which to publish this data. However we will continue to work with the MPS Traffic Criminal Justice Unit and MPS Roads and Transport Policing Command to improve the visibility of prosecution and conviction outcomes for drivers involved in collisions with vulnerable road users resulting in fatal and serious injuries.

- ***Undertaking research into the criminal justice system experience of pedestrian KSIs;***

4.8.3. We will work with the London Criminal Justice System (CJS) including Coroners, magistrates, the Crown Prosecution Service and the Police, to support the government's aim to improve the transparency of CJS performance, expenditure and priorities as outlined in 'Transforming the CJS - A Strategy and Action Plan to Reform the Criminal Justice System'. In addition to this, Action 27 in the PSAP outlines how we intend to work with Coroners, Magistrates the Crown Prosecution Service and the police to encourage greater understanding of pedestrian road traffic incidents and encouraging greater use of disposal outcomes such as driving bans.

- ***Supporting a review of the role of driving bans, fines and vehicle confiscation to tackle dangerous and careless driving.***

4.8.4. We continue to work in conjunction with educational institutions, including the University of Cambridge, to undertake research into the effectiveness of different enforcement activities. This work looks to identify effective interventions and to provide evidence for what works. Previous research has focused on crime on the transport network. We will work closely with the MPS to develop future research to investigate the impact of enforcement activities on a variety of moving traffic offences.