

London Assembly Transport Committee – Pedestrian Safety: Written Submissions

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London Assembly Transport Committee – Pedestrian Safety

9 January 2014

1. Introduction

TfL welcomes the opportunity to provide the London Assembly Transport Committee with an overview of the steps being taken to improve pedestrian safety in London. The Committee has requested information ahead of the meeting on 9 January, which is included in this report and the accompanying appendices where appropriate.

Summary of Key Points:

- The safety of London's roads has been improving steadily since 2000;
- In June 2013, Safe Streets for London: The Road Safety Action Plan for London 2020 was published. Good progress is being made on moving the plan forward;
- In 2014, the first Pedestrian Safety Action Plan will be published;
- Pedestrian safety continues to be a priority for TfL and we are investing in improving safety and the environment for pedestrians across the business.

1.2 Overview of pedestrian road safety in London

The Mayor's Transport Strategy highlights the Mayor's commitment to improving road safety in London. The Mayor has set a target to reduce the number of people killed or seriously injured on London's roads by 40 per cent by 2020, compared to a baseline of 2005-09. This equates to a reduction of 10,000 casualties over this period.

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 children have reduced by around 70%.

Walking accounts for 21 per cent of daily journeys in London, with 6.43 million trips made a day, but 35 per cent of the total number of Killed and Seriously Injured (KSI) casualties in 2012. As with most modes, pedestrian KSIs have declined and were 8 per cent lower in 2012, when compared to the 2005-2009 average. However, pedestrians remain over-represented in casualty figures and 2012 saw a 17 per cent increase in pedestrian serious casualties compared to the previous year, which shows that more work needs to be done to improve the safety of pedestrians in London. This single year on year increase needs to be seen in the context of the longer term downward trend in casualties in London and early provisional results for 2013 suggest that, compared with 2012, there have been declines in collisions and casualties among pedestrians. Full information on this will be made available when the data is finalised in early 2014.

Working with the London boroughs, we are therefore taking proactive steps to address further the safety of pedestrians in the capital. Safe Streets for London: the Road Safety Action Plan for London (SSfL) was published in June 2013, and an action plan specifically focused on pedestrian safety is due to be published in Spring 2014.

We are investing a significant amount of money to improve conditions for pedestrians across the city through a wide range of projects and programmes working with both the public and private sectors. Major schemes to improve the public realm in locations such as Elephant & Castle, Tottenham Hale and Vauxhall Nine Elms will see noticeable improvements in conditions for walking and also pedestrian safety. Many major schemes being developed by the boroughs are partially funded through Local Implementation Plan funding and have at heart improvements for pedestrians, such as Twickenham Town Centre and the Oxford Circus Diagonal Crossing which saw improved facilities in one of London's busiest locations for pedestrians.

We have also been undertaking ground-breaking analysis to further our understanding of the level of risk experienced by road users in London. This analysis has helped to inform and determine the actions in SSfL and will continue to be influential in the ongoing delivery of the plan through reducing risk on London's roads. We know from this analysis that being a pedestrian in London carries a relative low risk, but due to the very high number of daily trips and the fact that we want to encourage even more people to walk, we need to ensure that we are doing everything we can to ensure the safety of pedestrians.

We have been looking at risk in a number of different ways, for example by looking at age and sex. This Analysis of risk can also look at how levels of risk change depending on a number of factors. For example, the highest risk pedestrian group are pedestrians aged over 75. Children are at high risk by comparison to other pedestrians, and also account for moderately high casualty numbers, particularly in the 12-19 age group. The age group with most pedestrian casualties (and moderate levels of risk) is 20-29. This specific information can help to inform how best to target interventions to improve safety, for example through targeted marketing campaigns or a specific infrastructure improvement.

1.3 Safe Streets for London: A Road Safety Action Plan for London 2020

Safe Streets for London sets out 56 actions that will help achieve the Mayor's target of reducing KSIs by 40 per cent by 2020. Building on the success achieved to date, SSfL will focus on delivering safe roads, safe vehicles and safe people by working in partnership with a wide variety of agencies and organisations both nationally and at a London and local level. Actions will address the safety of all road users including pedestrians, cyclists, motorcyclists and motorists. SSfL will support work across TfL,

the delivery of the Mayor's Vision for Cycling and the outcomes of the Roads Task Force and TfL's subsequent response.

A key commitment in SSfL is the delivery of individual safety action plans for all vulnerable road user groups. The Motorcycle Safety Action Plan, Pedestrian Safety Action Plan and the revised Cycle Safety Action Plan will all be published in 2014. Each will draw from SSfL and include specific actions aimed at raising the standards of safety in London for each road user group.

A further outcome of SSfL has been the creation of the Road Safety Steering Group (RSSG) which is attended by a range of stakeholders from TfL, the GLA and other external organisations and is chaired by the Deputy Mayor for Transport. The aim of the steering group is to promote the safety of all road users in London and support the achievement of the Mayor's casualty reduction target through SSfL. A full membership list for the RSSG can be found in **Appendix A**.

We lead the road safety agenda in London, driving up standards through more training, road safety auditing, marketing campaigns and investment. Over the past 12 months alone, we have run road safety campaigns aimed at older pedestrians and teenagers aged 11-14. Over 75,000 pre-school age school children are enrolled in the Children's Traffic Club programme, 32 of the 33 boroughs are promoting and/or taking part in the Junior Road Safety Officer (JRSO) or Junior Travel Ambassador (JTA) schemes. Just over 200 schools are now signed up to JTA with a further 100 due to join in the Spring. In addition, over 200 schools take part in JRSO at present.

Further, we have been supporting the Metropolitan Police Service with Operation Safeway, which has seen 2,500 officers enforcing against anti-social road user behaviour at key junctions across London, to improve all road users safety and to date over 10,000 Fixed Penalty Notices have been issued.

We have been actively engaged with the London Borough of Islington and City of London to support the implementation of borough wide 20mph speed limits. Our work with the freight industry aims to improve the operation and design of Heavy Goods Vehicles (HGVs) and we are actively engaged in lobbying the Department for Transport (DfT) and European Commission (EC) for improved safety standards and regulations for HGVs.

To date there have been 129 sites where pedestrian countdown technology has been installed and 200 pedestrian countdown sites will have been installed by the end of March 2014. In January 2014, TfL will also host the annual road safety conference. This will be themed around road safety and public health and senior borough officers have been invited to attend.

2. Overview of current and future actions to improve pedestrian safety in London

2.1 A brief summary of progress in meeting the key outcomes for pedestrians listed in the Mayor's *Safe Streets for London: Road Safety Action Plan for London 2020*:

1) A 'critical list' of junctions and locations on the Transport for London Road network (TLRN) and borough roads that require improvement

Good progress has been made on action one of SSfL which commits us to identifying a 'critical list' of locations on the TLRN and to begin improvements within 12 months of identification. The 'critical list' of links and nodes is a sub-set of the Road Safety Priority Lists which are published annually, and are used to identify locations where there are road safety issues on the TLRN that need further investigation, to see whether engineering measures can be implemented to resolve these issues. 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.

To date, 34 links and nodes have been identified and clustered into 26 schemes. Our Traffic Design Engineering team have now started to undertake studies into these, and the first three commenced in October 2013. These are due to finish at the end of April 2014. Following this they will be subject to internal review and those that realise the greatest overall benefits will be progressed to design and build stage.

We have extended this approach to borough roads, to enable boroughs to take forward evidence-led road safety engineering, in line with the vulnerable road user focus of SSfL; this will provide information to help the boroughs direct their LIP funding towards locations where they are likely to achieve the greatest KSI collision reductions.

2) The production of a targeted Pedestrian Safety Action Plan.

The Pedestrian Safety Action (PSAP) is due for publication in spring 2014 and sets out a series of actions to address key safety issues for pedestrians. Many of these actions will build on work that is already underway such as the introduction of 20mph zones across many parts of London, the introduction of Pedestrian Countdown at Traffic Signals (PCaTS), improving the design and operation of Large Goods Vehicles and the development of further behaviour change campaigns aimed at key pedestrian groups. The actions have been built upon and added to following consultation with the Pedestrian Safety Working Group (PSWG). The resulting set of actions in the PSAP will represent those that TfL and the PSWG consider to be the priority actions for improving pedestrian safety in London.

The PSWG was established during the development of SSfL to inform the development of the Plan. The PSWG membership comprises a range of stakeholders including boroughs, emergency services and police, academics,

businesses, technical experts, transport forums, local and national representative groups, as well as walking and accessibility groups. The PSWG has been closely involved throughout the development of the PSAP.

A key area of focus for the PSAP is improving the safety of Heavy Goods Vehicles (HGVs) and reducing the risk they pose to pedestrians. TfL has been engaging with the freight industry over a number of years, working with them to improve vehicle operation and design. We have also been actively engaging with the DfT and EC to push for changes in regulation to improve vehicle safety. In 2010, TfL developed the Safe London Driving driver CPC training module for (HGV) drivers, which focuses on improving awareness of vulnerable road users and to date over 4,500 drivers have been trained. TfL supports boroughs to run these courses along the Barclays Cycle Superhighways.

We have been working closely with the construction logistics industry and with enforcement and regulatory bodies to create a step change in the way road safety is managed in the industry by improving vehicle safety through the design and manufacture of safer vehicles and the retrofitting of safety equipment to existing vehicles. The aim is to ensure that road safety is considered to be as important as health and safety on site and to encourage the adoption of best practice across the industry. Over 45 organisations have been working together towards these goals and progress has already been made, including the development of national common standards for use by the construction and logistics industry to improve safety through better managing vehicles, drivers, operations and construction sites. On 9 December the Mayor launched the new set of safety standards for HGVs at a City Hall event for the freight industry, full details of which can be found here: tfl.gov.uk/wrrrstandards

We are also currently investigating the potential to introduce a new “Safer Lorry Scheme” to tackle HGVs that are not fitted with basic safety equipment to protect vulnerable road users. This will be consulted upon in 2014.

In addition, in September 2013, the Mayor and Stephen Hammond MP, Parliamentary Under Secretary of State for Transport, also announced a joint TfL/DfT Industrial HGV Task Force, which is made up of additional police officers and staff from the Vehicle Operator Services Agency, to enforce the regulations for construction HGVs. The DfT will also undertake a review of national exemptions which continue to allow some vehicles to operate without sideguards. We are pleased to say that the Task Force has already started its operations and has been enforcing against dangerous and illegal HGVs operating in London.

London Buses also have a range of safety initiatives underway to raise awareness of pedestrian safety amongst drivers including the provision of training materials to drivers and working with bus operators to ensure driver training is carried out frequently and that it contains the most up to date content. We have also been working to ensure that the route risk assessment process accurately captures

vulnerable user risk, and that this takes into account any routes that have a high occurrence of pedestrian KSIs resulting from bus collisions.

2.2 A brief summary of progress in analysing coroners and other accident reports into pedestrian incidents to improve understanding of the causes of pedestrian casualties.

In July 2012, TfL published the report 'Analysis of police collision files for pedestrian fatalities in London 2006-10'. The research was undertaken by Transport Research Laboratory and analysed around 200 police fatal files where a pedestrian was killed, with the overall aim of providing a better understanding of how fatal pedestrian collisions could be prevented. The full report is available on TfL's website:

<http://www.tfl.gov.uk/assets/downloads/corporate/pedestrian-fatalities-in-london.pdf> .

The study found that:

- 90 per cent of collisions occurred on a road with a speed limit of 30mph or lower;
- 33 per cent of pedestrians involved in fatal collisions were over 70;
- 24 per cent were impaired by alcohol or drugs;
- 56 per cent were struck by a car;
- 17 per cent by a bus or coach;
- 14 per cent by an HGV;
- 25 per cent of pedestrians were crossing at a designated facility at the time of the collision and 19 per cent were crossing within 50m of a facility;
- 15 of the 27 HGVs involved in fatal pedestrian collisions were moving off when they struck the pedestrian;
- 35 per cent of all drivers were convicted, most commonly for careless driving.

The outcomes from this report have gone on to inform a number of interventions, including the development of the latest pedestrian safety campaign aimed at older pedestrians, a key group identified in the report. It has also informed the development of the PSAP. In addition to this research, we undertake a range of other studies and analysis into pedestrian casualties and road safety more generally. These documents can be found on TfL's website: www.tfl.gov.uk/roadsafety .

Data collected on pedestrian casualties inform the Road Safety Priority Lists for the TLRN. Casualty data is also available to London's boroughs, communities and the general public. These documents can be found on our website: www.tfl.gov.uk/roadsafety .

2.3 A breakdown of pedestrian KSIs for 2010, 2011 and 2012 where an HGV/construction vehicle was involved, indicating whether the incident took place at a pedestrian crossing.

Collisions involving an HGV where a pedestrian was killed or seriously injured, by pedestrian crossing facility detail, in Greater London - 2010 to 2012

		No. of collisions		
Crossing Type	2010	2011	2012	Sum
No crossing facility within 50m	7	5	15	27
Zebra crossing	2	1	1	4
Pelican crossing or similar	5	3	3	11
Pedestrian phase at Automatic Traffic Signals	3	7	2	12
Central Refuge	0	0	1	1
Sum	17	16	22	55

2.4 A breakdown of pedestrian KSIs for 2010, 2011 and 2012 where an bus or coach was involved, indicating whether the incident took place at a pedestrian crossing.

Collisions involving a bus or coach where a pedestrian was killed or seriously injured, by pedestrian crossing facility detail, in Greater London - 2010 to 2012

		No. of collisions		
Crossing Type	2010	2011	2012	Sum
No crossing facility within 50m	37	48	40	125
Zebra crossing	4	10	5	19
Pelican crossing or similar	13	12	13	38
Pedestrian phase at Automatic Traffic Signals	25	24	28	77
Central Refuge	0	0	1	1
Sum	79	94	87	260

2.5 Pedestrian collision hotspots for 2010, 2011 and 2012 indicating whether they occur on TLRN or borough roads

The table below shows junctions in London ranked by the number of collisions involving injury to a pedestrian between 2010 and 2012.

Top 24 nodes - based on pedestrian collisions (2010-2012)

Rank	Borough	Description	Highway Authority	Collisions involving injury to a pedestrian
1	Westminster	Cambridge Circus (Shaftesbury Avenue/Charing Cross Road)	Borough	14
1	Westminster	Oxford Street/Regent Street (Oxford Circus)	Borough	14
3	Camden	Camden High Street/Parkway (Lte Station)	TLRN	13
3	Haringey	High Road (N22)/Turnpike Lane	Borough	13
3	Lambeth	Brixton Road/Stockwell Road/Gresham Road	TLRN	13
3	Haringey	High Road (N22)/Lordship Lane	Borough	13
3	Westminster	Oxford Street/Holles Street	Borough	13
8	Lambeth	Acre Lane/Brixton Hill	TLRN	12
9	Tower Hamlets	Whitechapel High St/Osborn St	TLRN	11
9	Islington	Pentonville Road/Islington High Street	TLRN	11
9	Southwark	Camberwell Green/Camberwell New Road	TLRN	11
9	Westminster	Oxford Street/Park Street	Borough	11
9	Camden	St Giles Circus (Oxford Street/Tottenham Court Road)	Borough	11
9	Haringey	Bruce Grove/High Road (N17)	TLRN	11
9	Westminster	Oxford Street/Duke Street	Borough	11
16	Islington	City Road/Old Street	TLRN	10
16	Lambeth	Stockwell Road/Clapham Road/South Lambeth Road	TLRN	10
16	Hackney	Balls Pond Road/Kingsland Road/Boro Bdy	TLRN	10
16	Hackney	Stamford Hill/Amhurst Park	TLRN	10
16	Lambeth	Clapham High Street/Clapham Park Road	TLRN	10
16	Southwark	Walworth Road/Manor Place	Borough	10
16	Westminster	Piccadilly Circus/Coventry St	Borough	10
16	Westminster	Shaftesbury Avenue/Wardour Street	Borough	10
16	Westminster	Oxford Street/New Bond Street	Borough	10

2.6 An update on the amount of guard railing removed to date on the TLRN and future plans for any further removal.

In pursuance of the Mayors Transport Strategy objective to de-clutter our streets, we have to date removed 83km of pedestrian guard rail from the TLRN and current projections, dependant on the outcome of site specific reviews, are that it may ultimately be possible to remove between 110 and 120km. During the current year we have reviewed 15.4km and of that determined that 12km could be removed. The objective of the programme is to remove unnecessary footway clutter without impact on pedestrian safety or road casualty statistics.

3. Pedestrian crossings

3.1 A breakdown of pedestrian KSIs for 2010, 2011 and 2012 indicating whether they took place on a pedestrian crossing, the type of crossing (Zebra, puffin, pelican, toucan) and whether or not Pedestrian Countdown was installed at the site.*

Collisions where a pedestrian was killed or seriously injured, by pedestrian crossing facility detail, in Greater London - 2010 to 2012

	No. of collisions			
Crossing Type	2010	2011	2012	Sum
No crossing facility within 50m	496	546	607	1,649
Zebra crossing	113	121	115	349
Pelican crossing or similar	87	108	127	322
Pedestrian phase at Automatic Traffic Signals	185	185	250	620
Footbridge or Subway	1	4	4	9
Central Refuge	23	8	10	41
Sum	905	972	1,113	2,990

*** NB - Stats 19 Data does not include whether or not a crossing has Pedestrian Countdown installed.**

3.2 A list of pedestrian crossings where pedestrian green man time has been reduced since 2010.

Historically, TfL used a green man time that was longer than the Department for Transport's (DfT) national minimum standard for crossings, which is six seconds. This was found to be longer than the majority of pedestrians required at the majority of crossing locations within London to establish themselves on the crossing. It was therefore reduced to conform with the DfT standard for the rest of the UK.

As the Highway Code describes, the green man is only the invitation to cross, not the full crossing time. It is intended to allow sufficient time for pedestrians to establish themselves on the crossing. Once established on the crossing, the full crossing time

is provided by the ensuing “blackout period” where no pedestrian symbol is illuminated. Thereby the total crossing time is much longer than the six seconds.

However, our signal engineers do design each crossing on the basis of individual assessment, so where the location and circumstances dictate, such as at locations with very heavy pedestrian demand, this green man time is extended to allow greater numbers of pedestrians to establish themselves on the crossing.

Working with the DfT and Highways Agency, we have adopted Pedestrian Countdown at traffic signals which provide pedestrians with further information on the remaining time they have to cross. The provision of this improved information has been found to allow pedestrians to make better informed decisions when crossing and supports the move to the green man minimum of 6 seconds.

For a full list of locations at which the amount of green man time has been reduced in line with National Guidelines since 2010 please see **accompanying Appendix B**.

3.3 A list of pedestrian crossings which do not have either audio or tactile cones fitted for visually-impaired people.

In the Mayor’s “Your Accessible Transport Network” document published in December 2012 the Mayor committed to upgrading: “...the remaining 276 (or six per cent of) signalised pedestrian crossings in London to include rotating cones and/or audible signals and tactile paving” by spring 2016.

As of June 2013, 22 of these remaining 276 sites had been upgraded, leaving a further 254 sites remaining for upgrade. These upgrades will be achieved, where possible, by combining works with other signal schemes, or other planned works, to maximise efficiency of delivery.

Where works cannot be combined, a programme has been identified to ensure all remaining sites which are not subject to other schemes will be completed to meet the spring 2016 commitment. Section 3.7 outlines the timetable for delivering these remaining sites.

For a full list of pedestrian crossings which do not have either audio or tactile cones fitted, please see **accompanying Appendix C**.

3.4 A list of pedestrian crossings which have been removed since 2010.

Pedestrian crossings are only removed after consultation and agreement with the relevant borough and the local community and, in many cases, requests for removal originate from the boroughs themselves.

In principle, removal of signals saves energy and cost which, providing there is adequate alternative crossing provision, is a positive action. Typical scenarios for crossing removal are when an area experiences urban renewal and pedestrian crossing demand patterns change, rationalisation of crossings along a section of road (e.g. replacing three signals in a short section of road with two), replacement of seldom-used crossings with Zebra crossings, or if traffic patterns have changed meaning an informal crossing is then found to be safe and readily possible.

For the full list of pedestrian crossings removed in Greater London since 2010 please see **accompanying Appendix D**.

3.5 A list of pedestrian crossings that are currently scheduled for removal

Removal of Pedestrian Crossings (all promoted by the relevant Borough)

- Rotherhithe New Road / Hawkstone Road / Abbeyfield Road – Planned January 2014;
- Union Road - Larkhall Lane - Larkhall Rise – Planned January 2014;
- The Broadway Southall by Saxon Road By Oswald Road – Planned March 2014;
- The Broadway Southall by Alexandra Avenue by Northcote Avenue – Planned March 2014;
- The Broadway Southall by Alexandra Avenue by St Georges Avenue by Hebbert Road – Planned March 2014;
- A105 High Road Woodgreen by Coleraine Road – Planned next financial year;
- The Broadway by Bedford Road by Uxbridge Road – Planned next financial year;
- Broadway by Green Man Lane by Leeland Terrace – Planned next financial year.

3.6 An update on the progress of pedestrian SCOOT trials

In early 2013 Pedestrian SCOOT Phase One was tested as a proof of concept at the Blackfriars Road/The Cut junction. When large numbers of pedestrians were waiting on the kerb three seconds before the pedestrian green man invitation to cross was due to appear, the sensors successfully detected the numbers or density of pedestrians waiting and the system increased the length of time the green man invitation to cross was displayed by one, two or three seconds. We learnt from the proof of concept that significant further development was required including SCOOT and UTC system software and a Phase Two trial was scoped.

Pedestrian SCOOT Phase Two is implementing two further site trials on the A24 Balham High Road, at the junctions of Upper Tooting Road and Chestnut Grove. Development is underway and equipment installation is commencing in early spring 2014. This staged trial is testing the capability of new pedestrian sensors, modern

communications hardware and UTC SCOOT software to develop the capability for use at other sites in London where there is significant pedestrian demand.

3.7 Timetable for completing audio/tactile updates to traffic crossings in Greater London.

As discussed in section 3.3, 254 sites were identified for audio/tactile upgrades and are included in programmes for completion by spring 2016.

The timetable for delivering tactile/audible crossings is as follows:

Year	Number of sites
2013/14	68
2014/15	81
2015/16	105
Total complete by Spring 2016	254

Progress in delivering this programme to the end of 2013 has resulted in 211 sites remaining to be upgraded as of this date.

4. Planned expenditure on actions to improve walking

4.1 A breakdown of the December 2012 TfL Business Plan expenditure on road safety of £250m. Also, for purposes of comparison, a breakdown of the previous planned expenditure of £106m^[1]. This should be split between capital and revenue costs and by programme. For revenue expenditure, where possible please separate out programme expenditure for walking and the promotion of walking.

The £250m allocation for road safety in our Business Plan is only part of the investment into improving the environment and safety for pedestrians. Funding from a range of budgets is invested into schemes that also benefit pedestrians. For example the £100m dedicated to the Better Junctions programme over the course of the Business Plan will deliver major improvements at key junctions across London that will improve safety for pedestrians. Our funding for education and training for HGV drivers also has a significant benefit for pedestrians by raising awareness among drivers of the hazards faced by vulnerable road users.

Please see accompanying Appendix E

^[1] <http://www.tfl.gov.uk/assets/downloads/corporate/Part-1-Item12-Safety-Camera-Replacement-Project.pdf>

4.2 An update on progress towards the target of 22 boroughs having either completed or be progressing a Key Walking Route scheme by 2013/14^[2]

In 2011, we stated that it had a target of 22 boroughs having either completed, or to be progressing, a Key Walking Route (KWR) scheme by 2013/14. We also listed some examples to illustrate the coverage of KWR development across London.

Under 'LIP 1', with a dedicated LIP Walking programme and budget, we could prioritise the delivery of KWRs, which led to significant numbers of KWRs being delivered through financial years up to 2009/10. However, despite the removal of the dedicated LIP walking budget in 2010/11 with the switch to 'LIP 2' (consolidated budgets and greater borough freedom), boroughs have continued to implement KWR type schemes.

26 boroughs (please **Appendix F** for a full list) have either delivered, or are in the process of delivering, schemes that embrace the core principles of key walking routes (including features such as widened footways, new and improved pedestrian crossings on desire lines, seating, street lighting for pedestrians, signing etc). This means we have not only met our target of 22 boroughs having completed, or to be progressing, a KWR by 2013/14, but have exceeded it by an additional four boroughs.

4.3 An update on TfL scoping work into the development of walking incentive schemes^[3]

Since we last updated the Transport Committee on walking incentives, we developed a mobile app with the company Recycle Bank. The app, called ReRoute, tracked cycling and walking journeys via user mobile phone GPS technology. Miles were logged and could be redeemed for rewards, such as store vouchers or discounted food and beverages. This was unfortunately found to be commercially unviable, largely due to a lack of take-up from potential users. We are currently exploring the market for new opportunities to develop walking promotion and incentive schemes with a commercial partner who would be able to make a cycling and/or walking incentive scheme commercially viable without significant investment from TfL.

5. Conclusions

Pedestrian safety in London continues to improve, and the risk of being involved in a collision as a pedestrian remains relative low. However, with the sheer number of

^[2]

<http://www.london.gov.uk/sites/default/files/Mayor%27s%20further%20response%20re%20walking%20report%20April%202011.pdf>

^[3] Ibid.

pedestrians moving around London on a daily basis there is no room for complacency and pedestrian safety remains a high priority for us. SSfL, and the soon to be published PSAP, demonstrate this commitment and we will continue to work with our partners through the PSWG and with colleagues across London's boroughs to ensure pedestrian safety is improved and that London can truly become the world's most walkable and safest city for pedestrians.

Appendix A: Road Safety Steering Group Membership

#	Organisation	Name	Title	RSSG Role
1	Greater London Authority (GLA)	Ms Isabel Dedring	Deputy Mayor for Transport	Chair
2	Greater London Authority (GLA)	Ms Katherine McKinlay / Margaret Kalaugher	Policy Officer – Transport / Principal Policy Officer	Observer /Advisor
3	Transport for London (TfL)	Mr Ben Plowden	Director of Surface Planning	Deputy Chair
4	Transport for London (TfL)	Ms Lilli Matson	Head of Delivery Planning	Member
5	Transport for London (TfL)	Mr Ben Johnson	Senior Delivery Planning Manager, Road Safety	Observer /Advisor
6	London Councils	Mr Nick Clack	Head of Transport and Environment	Member
7	Living Streets	Mr Tom Platt	London Manager	Member
8	British Motorcyclists Federation	Mr Chris Hodder	Government Relations Executive	Member
9	Department for Transport	Ms Jessica Matthew	Head of Road Safety	Member
10	London Cycling Campaign	Mr Ashok Sinha	Chief Executive	Member
11	Parliamentary Advisory Council for Transport Safety (PACTS)	Mr David Davies	Executive Director	Member
12	Road Peace	Ms Cynthia Barlow	Chair	Member
13	Road Safety GB	Mr John Couch	Chairman	Member
14	London Fire Brigade	Ms Kathryn Bloomfield	Group Manager, Community Safety Research & Policy Team	Member
15	Metropolitan Police Service	Commander Glyn Jones	Commander	Member
16	London Technical Advisors Group (LoTAG)	Mr Iain Simmons / Mr Rogan Keown	Co-chairman	Member
17	London Ambulance Service	Mr Jason Killens	Deputy Director (Operations)	Member
18	Independent Disability Advisory Group	Dr Alice Maynard	Chair	Member
19	Freight Transport Association	Mr Theo Depencier	Chief Executive	Member

#	Organisation	Name	Title	RSSG Role
20	Public Health England	Dr Yvonne Doyle	Public Health Consultant, Public Health England	Member
21	NHS England	Dr Andy Mitchell	Medical Director, London Office	Member
22	Association of British Insurers	Mr Scott Pendry	Policy Advisor	Member
23	Society of Motor Manufacturers and Traders	Mr Mike Hawes	Chief Executive	Member
24	City of London Police	Commander Wayne Chance	Commander	Member
25	London Road Safety Council	Ms Val Clark	LRSC Chair	Member
27	Sustrans	Mr German Dector-Vega	London Director	Member
28	GoAhead London	Mr John Trayner	Managing Director	Member
29	Licensed Taxi Drivers' Association	Mr Bob Oddy	Deputy General Secretary	Member
30	Licensed Private Hire Car Association	Mr Steve Wright MBE	Chair	Member

		List of all traffic signalled junctions where pedestrian phase minimum green time has been reduced to 6 seconds									
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		City of London									
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00/000002	(ATM) NEW BRIDGE STREET - FLEET STREET - LUDGATE HILL - FARRINGDON STREET - LUDGATE CIRCUS
00/000005	(J&C) VICTORIA EMBANKMENT - TEMPLE AVENUE
00/000007	(ATM) QUEEN VICTORIA STREET - PUDDLE DOCK
00/000009	A1211 LONDON WALL - MOORGATE
00/000011	(ATM) BANK JUNCTION-THREADNEEDLE ST-CORNHILL-PRINCES ST-KING WILLIAM STREET
00/000012	CHEAPSIDE - KING STREET - QUEEN STREET
00/000013	QUEEN VICTORIA STREET - QUEEN STREET
00/000015	(J&C) UPPER THAMES STREET - QUEEN STREET - QUEEN STREET PLACE
00/000019	(ATM) KING WILLIAM STREET - CANNON STREET - EASTCHEAP - GRACECHURCH STREET
00/000020	A1213 GRACECHURCH STREET - LOMBARD STREET - A1212 FENCHURCH STREET
00/000021	(ATM) A1213 BISHOPSGATE - A11 CORNHILL - LEADENHALL ST - GRACECHURCH ST
00/000023	THREADNEEDLE STREET - OLD BROAD STREET
00/000024	OLD BROAD STREET - LONDON WALL - WORMWOOD STREET
00/000028	(ATM) A1 ALDERSGATE STREET - LONG LANE - BEECH STREET
00/000029	NEW BRIDGE STREET - BRIDEWELL PLACE
00/000031	FLEET STREET - FETTER LANE - OLD MITRE COURT
00/000033	CHEAPSIDE - NEWGATE STREET - NEW CHANGE
00/000036	(J&C) BYWARD STREET - GREAT TOWER STREET
00/000044	(ATM) CANNON STREET - DISTAFF LANE - NEW CHANGE
00/000051	(J&C) A3211 UPPER THAMES STREET - SWAN LANE - A3 ARTHUR STREET
00/000064	BLOMFIELD STREET - A1211 LONDON WALL - GREAT WINCHESTER STREET
00/000065	(ATM) A10 BISHOPSGATE - PRIMROSE STREET
00/000087	A3211 POULTRY - MANSION HOUSE - A3211 QUEEN VICTORIA STREET
00/000100	CANNON STREET - FRIDAY STREET

00/000108	KING EDWARD STREET - A40 NEWGATE STREET (REPLACING 00/077)				
00/000116	(ATM) A10 BISHOPSGATE - LIVERPOOL STREET - DEVONSHIRE ROW				
00/000125	(ATM) QUEEN VICTORIA STREET - FRIDAY STREET - BREAD STREET				
	Westminster	89			
01/000002	PICCADILLY - ST JAMES STREET - ALBERMARLE STREET				
01/000003	A4 PICCADILLY - SWALLOW STREET				
01/000006	AIR STREET - A4 PICCADILLY				
01/000007	(J&C) A4 TRAFALGAR SQUARE - A4 DUNCANNON STREET - A400 ST MARTINS PLACE				
01/000009	(J&C) A4 TRAFALGAR SQUARE - WHITEHALL - STRAND				
01/000011	(J&C) A4 KNIGHTSBRIDGE - WILLIAM STREET - ALBERT GATE				
01/000012	(J&C) KNIGHTSBRIDGE - SLOANE STREET - BROMPTON ROAD - BOWATER ROAD - SCOTCH CORNER				
01/000019	(ATM) B310 ECCLESTON STREET - B310 BELGRAVE PLACE - EATON SQUARE				
01/000022	(ATM) BUCKINGHAM PALACE ROAD - VICTORIA STREET				
01/000023	BUCKINGHAM PALACE RD - GROSVENOR GARDENS - TERMINUS PLACE				
01/000024	(ATM) A3214 BUCKINGHAM PALACE RD - LOWER GROSVENOR PLACE - BRESSENDEN PLACE				
01/000033	(ATM) A3213 BELGRAVE ROAD - B324 WARWICK WAY				
01/000034	(ATM) A3213 BELGRAVE ROAD - DENBIGH STREET - CHURTON STREET - WARWICK SQUARE				
01/000035	(J&C) BUCKINGHAM GATE - QUEENS GARDENS - BIRDCAGE WALK				
01/000046	(J&C) A202 VAUXHALL BRIDGE - MILLBANK - GROSVENOR ROAD - BESSBOROUGH GARDENS				
01/000048	(J&C) VICTORIA EMBANKMENT - NORTHUMBERLAND AVENUE - EMBANKMENT STATION				
01/000051	REGENT STREET - JERMYN STREET - LOWER REGENT STREET				
01/000053	A4201 REGENT STREET - A4 PICCADILLY CIRCUS - GLASSHOUSE STREET				
01/000054	REGENT STREET - VIGO STREET - GLASSHOUSE STREET				
01/000061	A4 HAYMARKET - PANTON STREET				
01/000065	EATON SQUARE - A3217 EATON GATE				
01/000066	(J&C) WESTMINSTER BRIDGE - VICTORIA EMBANKMENT - BRIDGE STREET				
01/000067	(J&C) PARLIAMENT SQUARE - PARLIAMENT STREET - BRIDGE STREET				
01/000076	(ATM) VAUXHALL BRIDGE ROAD - ROCHESTER ROW - WARWICK WAY				
01/000078	(ATM) VICTORIA STREET - ARTILLERY ROW - BUCKINGHAM GATE				

01/000079	(ATM) A302 VICTORIA STREET - PALACE STREET - THIRLEBY ROAD				
01/000080	A302 VICTORIA STREET - B326 GREAT SMITH STREET - BROAD SANCTUARY				
01/000081	(ATM) VICTORIA STREET - BROADWAY - STRUTTON GROUND				
01/000089	(J&C) A4 STRAND - B401 WELLINGTON STREET - A301 LANCASTER PLACE				
01/000090	CHARING CROSS ROAD - CRANBOURN STREET				
01/000094	(J&C) VICTORIA EMBANKMENT - TEMPLE PLACE				
01/000102	(ATM) LUPUS STREET - CLAVERTON STREET - ST GEORGES DRIVE				
01/000103	(ATM) A4 STRAND - EXETER STREET - SOUTHAMPTON STREET - SAVOY COURT				
01/000105	(ATM) A315 KENSINGTON ROAD - B325 PALACE GATE				
01/000116	(ATM) HARROW ROAD - GREAT WESTERN ROAD - ELGIN AVENUE				
01/000122	SUSSEX GARDENS - LONDON STREET - SUSSEX PLACE				
01/000124	(ATM) BAYSWATER ROAD - LEINSTER TERRACE				
01/000125	SUSSEX GARDENS - LANCASTER TERRACE - WESTBOURNE STREET				
01/000131	(ATM) WESTBOURNE GROVE - PEMBRIDGE VILLAS - CHEPSTOW PLACE - CHEPSTOW ROAD				
01/000133	(ATM) WESTBOURNE GROVE - PEMBRIDGE VILLAS - CHEPSTOW PLACE - CHEPSTOW ROAD				
01/000142	(J&C) MARYLEBONE ROAD - GLOUCESTER PLACE				
01/000146	(J&C) MARYLEBONE ROAD - MARYLEBONE HIGH STREET - DEVONSHIRE PLACE				
01/000149	(J&C) MARYLEBONE ROAD - GREAT PORTLAND STREET - ALBANY STREET - EUSTON ROAD				
01/000151	(J&C) GLOUCESTER PLACE - YORK STREET				
01/000152	(J&C) A41 GLOUCESTER PLACE - CRAWFORD STREET				
01/000153	(J&C) GLOUCESTER PLACE - DORSET STREET - MONTAGU PLACE				
01/000155	(J&C) A41 BAKER STREET - DORSET STREET				
01/000161	(ATM) EDGWARE ROAD - PRAED STREET - CHAPEL STREET				
01/000162	(ATM) EDGWARE ROAD - SUSSEX GARDENS - OLD MARYLEBONE ROAD				
01/000166	EDGWARE ROAD - SEYMOUR STREET				
01/000176	(J&C) BAKER STREET - WIGMORE STREET - PORTMAN SQUARE - ORCHARD STREET				
01/000181	WIGMORE STREET - WIMPOLE STREET				
01/000182	WIGMORE STREET - CAVENDISH SQUARE - HARLEY STREET				
01/000186	MORTIMER STREET - GREAT TITCHFIELD STREET				

01/000190	REGENT STREET - MARGARET STREET							
01/000205	OXFORD STREET - PARK STREET - PORTMAN STREET							
01/000206	(ATM) OXFORD STREET - ORCHARD STREET - NORTH AUDLEY STREET							
01/000212	OXFORD STREET - REGENT STREET - OXFORD CIRCUS - DIAGONAL PED CROSSING							
01/000223	(J&C) ST JOHNS WOOD ROAD - LISSON GROVE - GROVE END ROAD							
01/000228	MAIDA VALE - HALL ROAD - SUTHERLAND AVENUE							
01/000230	(ATM) A41 WELLINGTON ROAD - CIRCUS ROAD							
01/000237	(J&C) PARK ROAD - HANOVER GATE							
01/000249	B324 WARWICK WAY - WILTON ROAD - DENBIGH STREET							
01/000258	ST GEORGE STREET - MADDOX STREET							
01/000259	REGENT STREET - BEAK STREET							
01/000260	A4 PICCADILLY - DUKE STREET - ST JAMES'S							
01/000283	PICCADILLY - HALF MOON STREET							
01/000284	(ATM) REGENTS PARK OUTER CIRCLE - YORK GATE							
01/000312	(J&C) A4 KNIGHTSBRIDGE - HYDE PARK CORNER - A4 GROSVENOR PLACE							
01/000315	(ATM) BAYSWATER ROAD - ALBION STREET - ALBION GATE							
01/000334	CHELSEA BRIDGE ROAD - EBURY BRIDGE ROAD							
01/000348	(ATM) GROSVENOR ROAD - CLAVERTON STREET							
01/000351	B507 ABBEY ROAD - MARLBOROUGH PLACE							
01/000359	(J&C) MARBLE ARCH GYRATORY - PARK LANE - CUMBERLAND GATE							
01/000364	(J&C) MARBLE ARCH GYRATORY - OXFORD STREET							
01/000369	(J&C) MARBLE ARCH GYRATORY - OXFORD STREET							
01/000376	(J&C) A3212 WHITEHALL - HORSEGUARDS AVENUE							
01/000390	(J&C) QUEENS GARDENS - BUCKINGHAM PALACE - SPUR ROAD - AUSTRALIA GATE							
01/000392	(J&C) THE MALL - CONSTITUTION HILL - SPUR ROAD							
01/000408	REGENT STREET - AIR STREET							
01/000437	(ATM) EDGWARE ROAD - ABERDEEN PLACE - MAIDA AVENUE - BLOMFIELD ROAD							
01/000461	A3212 GROSVENOR ROAD - AYLESFORD STREET							
01/000462	HARROW ROAD - BOURNE TERRACE - TORQUAY STREET (WAS 01/341&2)							

01/000483	(J&C/ATM) A3212 WHITEHALL - GREAT SCOTLAND YARD					
01/000490	(ATM) VAUXHALL BRIDGE ROAD - CHARLWOOD STREET - BLOOMBERG STREET					
01/000507	(J&C) VICTORIA EMBANKMENT - TEMPLE PLACE - WESTERN ARM					
01/000511	(ATM) A3213 BESSBOROUGH STREET - A3213 SAINT GEORGES SQUARE - LUPUS STREET					
01/000523	(J&C) A4 COCKSPUR STREET - A4 TRAFALGAR SQUARE					
01/000561	BISHOPS BRIDGE ROAD - KINGDOM STREET					
01/000570	(J&C) A402 BAYSWATER ROAD - STANHOPE PLACE					
	Camden	45				
02/000003	CAMDEN HIGH STREET - DELANCEY STREET - PRATT STREET					
02/000006	CAMDEN HIGH ST - PARKWAY - GREENLAND RD - CAMDEN RD - KENTISH TOWN RD					
02/000007	A503 CAMDEN RD - A5200 CAMDEN PARK RD - A5200 TORRIANO AVENUE					
02/000017	(J&C/ATM) EUSTON ROAD - JUDD STREET - MIDLAND ROAD					
02/000018	(J&C/ATM) A501 EUSTON ROAD - A5202 PANCRAS ROAD - ARGYLE STREET					
02/000019	EUSTON ROAD - TOTTENHAM COURT ROAD - HAMPSTEAD ROAD					
02/000020	(J&C) EUSTON ROAD - UPPER WOBURN PLACE - EVERS Holt STREET					
02/000021	(J&C/ATM) EUSTON ROAD - GRAYS INN ROAD - PENTONVILLE ROAD - YORK WAY					
02/000030	A41 FINCHLEY ROAD - CANFIELD GARDENS					
02/000031	A41 FINCHLEY ROAD - GOLDHURST TERRACE					
02/000032	FINCHLEY ROAD - COLLEGE CRESCENT - AVENUE ROAD - SWISS COTTAGE					
02/000033	HAMPSTEAD ROAD - GRANBY TERRACE					
02/000038	HIGH HOLBORN - DRURY LANE - MUSEUM STREET					
02/000041	(ATM) KILBURN HIGH ROAD - BELSIZE ROAD - CAMBRIDGE AVENUE					
02/000042	KILBURN HIGH ROAD - QUEX ROAD - VICTORIA ROAD					
02/000044	(J&C) A4200 KINGSWAY - B402 GREAT QUEEN STREET - REMNANT STREET					
02/000045	(J&C) A4200 KINGSWAY - A40 HIGH HOLBORN - A4200 SOUTHAMPTON ROW					
02/000049	(J&C) A501 PENTONVILLE ROAD - A5203 CALEDONIAN ROAD					
02/000050	(J&C) A4200 RUSSELL SQUARE - A4200 SOUTHAMPTON ROW					
02/000052	(J&C) A4200 RUSSELL SQUARE - B502 BERNARD STREET - A4200 WOBURN PLACE					
02/000055	(J&C) SOUTHAMPTON ROW - THEOBALDS ROAD - VERNON PLACE					

02/000058	TOTTENHAM COURT ROAD - GOODGE STREET						
02/000062	A400 TOTTENHAM COURT ROAD - TORRINGTON PLACE						
02/000063	(J&C) TAVISTOCK SQUARE - WOBURN PLACE - TAVISTOCK PLACE						
02/000070	(ATM) A40 HIGH HOLBORN - B400 CHANCERY LANE						
02/000076	(ATM) PRINCE ALBERT RD - PARKWAY - PARK VILLAGE EAST - GLOUCESTER BRIDGE						
02/000078	A5201 CLERKENWELL RD-ROSEBERY AVE-THEOBALDS RD-A5200 GRAYS INN ROAD						
02/000080	A401 THEOBALDS ROAD - RED LION STREET - LAMBS CONDUIT STREET						
02/000082	BELSIZE ROAD - ABBEY ROAD						
02/000083	(ATM) BLOOMSBURY STREET - GREAT RUSSELL STREET						
02/000085	GOODGE STREET - CHARLOTTE STREET						
02/000092	PRINCE OF WALES ROAD - MALDEN ROAD - MALDEN CRESCENT						
02/000105	(ATM) MARCHMONT STREET - TAVISTOCK PLACE						
02/000118	FINCHLEY ROAD - HILLGROVE ROAD - ADELAIDE ROAD						
02/000119	(ATM) A5200 YORK WAY - AGAR GROVE - BREWERY ROAD						
02/000125	(ATM) CROWDALE ROAD - ROYAL COLLEGE STREET - PANCRAS ROAD						
02/000129	KENTISH TOWN ROAD - LEIGHTON ROAD - REGIS ROAD						
02/000130	(ATM) KENTISH TOWN ROAD - ROYAL COLLEGE STREET						
02/000135	CHALK FARM RD-ADELAIDE RD-HAVERSTOCK HILL-REGENTS PK RD-CROGS LAND RD						
02/000143	(J&C) EUSTON SQUARE - GRAFTON PLACE - EVERS HOLT STREET						
02/000164	A5200 GRAYS INN ROAD - A201 SWINTON STREET - ARGYLE STREET						
02/000170	(J&C) A4200 RUSSELL SQUARE - GUILFORD STREET						
02/000171	A41 FINCHLEY ROAD - BOUNDARY ROAD						
02/000174	A502 ROSSLYN HILL - B518 POND STREET - LYN DHURST ROAD - HAVERSTOCK HILL						
02/000183	HEATH STREET - NORTH END WAY - WEST HEATH ROAD - EAST HEATH ROAD						
02/000294	(ATM) A5202 PANCRAS ROAD - THE BOULEVARD						
	Islington	30					
03/000001	(ATM) GOSWELL ROAD - PERCIVAL STREET - LEVER STREET						
03/000004	(J&C/ATM) PENTONVILLE ROAD - ST JOHN STREET - GOSWELL ROAD - ISLINGTON HIGH STREET						
03/000005	(ATM) KINGS CROSS RD - FARRINGDON RD - MARGERY ST - CALTHORPE ST - LLOYD BAKER ST						

03/000020	(ATM) A503 CAMDEN ROAD - A5200 BRECKNOCK ROAD - A5200 YORK WAY			
03/000022	A503 CAMDEN ROAD - A5203 HILLMARTON ROAD			
03/000027	UPPER STREET - ISLINGTON HIGH STREET - LIVERPOOL ROAD			
03/000029	(ATM) FINSBURY SQUARE - FINSBURY PAVEMENT - CHISWELL STREET			
03/000031	(ATM) FARRINGDON ROAD - ROSEBERY AVENUE			
03/000032	(ATM) A201 FARRINGDON ROAD - A5201 CLERKENWELL ROAD - TURNMILL STREET			
03/000033	(ATM) A5201 OLD STREET - CENTRAL STREET - GOLDEN LANE			
03/000035	(ATM) A5201 CLERKENWELL ROAD - A1 GOSWELL ROAD - A5201 OLD STREET			
03/000038	(ATM) A5201 CLERKENWELL ROAD - B501 ST JOHN STREET			
03/000043	(J&C/ATM) A501 CITY ROAD - A1 GOSWELL ROAD			
03/000044	(J&C/ATM) A501 PENTONVILLE ROAD - A201 PENTON RISE - RODNEY STREET			
03/000046	(ATM) HOLLOWAY ROAD - TOLLINGTON ROAD - CAMDEN ROAD			
03/000047	(ATM) HOLLOWAY ROAD - PARKHURST ROAD - SEVEN SISTERS ROAD			
03/000050	HORNSEY ROAD - TOLLINGTON ROAD			
03/000051	(ATM) B515 LIVERPOOL ROAD - BEWDLEY STREET - ISLINGTON PARK STREET			
03/000053	(ATM) A104 ESSEX ROAD - A1200 CANONBURY ROAD - A1200 NEW NORTH ROAD			
03/000056	(J&C/ATM) A501 CITY ROAD - B144 BATH STREET - B144 SHEPHERDESS WALK			
03/000057	(J&C) A501 CITY ROAD - A1200 PROVOST STREET			
03/000065	HOLLOWAY ROAD - TUFNELL PARK ROAD			
03/000069	(J&C/ATM) PENTONVILLE ROAD - KINGS CROSS ROAD			
03/000076	(ATM) CENTRAL STREET - B502 LEVER STREET			
03/000089	(ATM) BARNSBURY ROAD - TOLPUDDLE STREET - PENTON STREET - ECKFORD STREET			
03/000094	(J&C/ATM) A501 CITY ROAD - CENTRAL STREET - GRAHAM STREET			
03/000096	ST JOHN STREET - OWEN STREET - CHADWELL STREET			
03/000115	A1 UPPER STREET - GATEWAY ARCADE - ISLINGTON HIGH STREET			
03/000141	A104 ESSEX ROAD - CROSS STREET			
03/000158	(ATM) A1 UPPER STREET - CHARLTON PLACE - ISLINGTON GREEN - BERNERS ROAD APPROACH			
03/000190	(ATM) A401 ROSEBERY AVENUE - AMWELL STREET - B502 ROSOMAN STREET			

	Hackney	21								
04/000006	WILSON STREET - SUN STREET									
04/000007	A105 GREEN LANES - A503 SEVEN SISTERS ROAD									
04/000019	(ATM) A10 KINGSLAND HIGH STREET - CROSSWAY - SHACKLEWELL LANE									
04/000023	(ATM) KENWORTHY ROAD - BROOKFIELD ROAD - CASSLAND ROAD - WICK ROAD									
04/000026	CLAPTON COMMON - AMHURST PARK - STAMFORD HILL									
04/000028	SHACKLEWELL LANE - RECTORY ROAD - AMHURST ROAD									
04/000033	(ATM) KINGSLAND ROAD - OLD STREET - SHOREDITCH HIGH STREET - HACKNEY ROAD									
04/000035	A10 KINGSLAND ROAD - CREMER STREET - FALKIRK STREET									
04/000036	(J&C/ATM) GREAT EASTERN STREET - OLD STREET - PITFIELD STREET - TABERNACLE STREET									
04/000037	(ATM) A10 KINGSLAND ROAD - WHISTON ROAD - NUTTAL STREET									
04/000044	(ATM) A5201 OLD STREET - CURTAIN ROAD									
04/000045	(ATM) SHOREDITCH HIGH STREET - HOLYWELL LANE - BETHNAL GREEN ROAD									
04/000046	A10 KINGSLAND HIGH ST - A104 DALSTON LANE - KINGSLAND RD - BALLS POND RD (DIAGONAL PED CROSSING)									
04/000051	(ATM) DALSTON LANE - PEMBURY ROAD - AMHURST ROAD									
04/000061	(ATM) A107 LOWER CLAPTON ROAD - A102 URSWICK ROAD									
04/000066	(ATM) A104 BALLS POND ROAD - B102 SOUTHGATE ROAD - MILDMAY PARK									
04/000084	(ATM) MARE STREET - VICTORIA PARK ROAD - ASH GROVE									
04/000103	(ATM) SOUTHGATE ROAD - DOWNHAM ROAD									
04/000113	(ATM) APPOLD STREET - PRIMROSE STREET									
04/000121	LOWER CLAPTON ROAD - LEA BRIDGE ROUNDABOUT - KENNINGHALL ROAD									
04/000161	(J&C) EASTWAY - WATERDEN ROAD									
04/000185	WICK ROAD - EAST WAY									
	Tower Hamlets	19								
05/000005	(ATM) A13 - EAST INDIA DOCK RD - ABBOTT RD - LANRICK ROAD									
05/000016	(ATM) A13 COMMERCIAL ROAD - B108 NEW ROAD - B108 CANNON STREET ROAD									
05/000026	MILE END ROAD - GROVE ROAD - BURDETT ROAD									
05/000027	LEMAN STREET - DOCK STREET - CABLE STREET - ROYAL MINT STREET									
05/000035	(ATM) B119 ROMAN ROAD - A1205 GROVE ROAD									

05/000039	(ATM) A13 EAST INDIA DOCK RD - BURDETT RD - WEST INDIA DOCK RD - COMMERCIAL RD				
05/000066	(J&C) THE HIGHWAY - DOCK STREET - EAST SMITHFIELD - VAUGHAN WAY				
05/000096	(J&C) A1210 MANSELL ST - A1202 ROYAL MINT ST - A1211 SHORTER ST				
05/000110	(J&C) EAST INDIA DOCK ROAD - BRUNSWICK ROAD - ROBIN HOOD LANE				
05/000128	(J&C) EAST INDIA DOCK ROAD - LEAMOUTH ROAD				
05/000132	(ATM) WEST INDIA DOCK ROAD - WESTFERRY ROAD				
05/000139	(J&C) A1203 THE HIGHWAY - GARNET STREET				
05/000140	(J&C) A1203 THE HIGHWAY - GLAMIS ROAD				
05/000153	(ATM) A13 COMMERCIAL ROAD - JUBILEE STREET - SUTTON STREET				
05/000179	CAMBRIDGE HEATH ROAD - SAINSBURYS ACCESS				
05/000216	(J&C) A1203 THE HIGHWAY - CANNON STREET ROAD				
05/000296	A107 CAMBRIDGE HEATH ROAD - CEPHAS STREET				
05/000363	B119 ROMAN ROAD - BONNER STREET				
05/000366	(ATM) B108 VALLANCE ROAD - DUNBRIDGE STREET				
05/000380	(J&C) A12 BLACKWALL TUNNEL NORTHERN APPROACH - LOCHNAGAR ST - ZETLAND ST				
	Royal Borough of Greenwich	9			
06/000013	A205 WELL HALL ROAD - WESTMOUNT ROAD				
06/000060	(ATM/J&C) A200 CREEK ROAD - A2209 DEPTFORD CHURCH STREET				
06/000073	(ATM/J&C) A200 CREEK ROAD - A2209 DEPTFORD CHURCH STREET				
06/000084	WESTERN WAY - BATTERY ROAD				
06/000085	WESTERN WAY - BELLMARSH PRISON ACCESS				
06/000099	A206 WOOLWICH CHURCH STREET - FRANCES STREET				
06/000109	(ATM) KIDBROOKE PARK ROAD - HOMEBASE ACCESS				
06/000182	(ATM) BLACKWALL LANE - TUNNEL AVENUE - A102 NORTHBOUND SLIP ROAD				
06/000218	(J&C) GUIDEWAY - WEST PARKSIDE - EDMUND HALLEY WAY				
	Lewisham	10			
07/000004	A21 BROMLEY ROAD - A2015 BECKENHAM HILL ROAD				
07/000007	WESTHORNE AVENUE - ST MILDREDS ROAD - BARING ROAD - BURNT ASH HILL				
07/000018	A2 NEW CROSS ROAD - PEPYS ROAD - A202 QUEENS ROAD				

07/000040	LEWISHAM WAY - PARKFIELD ROAD							
07/000105	BROCKLEY ROAD - ADELAIDE AVENUE							
07/000128	PERRY HILL - PERRY RISE - BELL GREEN							
07/000131	SOUTHEND LANE - KANGLEY BRIDGE ROAD - SAVACENTRE							
07/000176	A2 NEW CROSS ROAD - A202 KENDER STREET - AVONLEY ROAD							
07/000186	A21 BROMLEY ROAD - CRANTOCK ROAD - SITE ACCESS							
07/000215	A205 LONDON ROAD - SYDENHAM RISE							
	Southwark	27						
08/000003	(ATM) A100 TOWER BRIDGE ROAD - A200 TOOLEY STREET							
08/000005	(ATM) TOWER BRIDGE ROAD - GRANGE ROAD - DECIMA STREET							
08/000011	DULWICH VILLAGE - RED POST HILL - A2214 VILLAGE WAY - A2214 EAST DULWICH GROVE							
08/000013	A2214 EAST DULWICH ROAD - A2215 PECKHAM RYE							
08/000016	A202 CAMBERWELL NEW RD - A215 DENMARK HILL - A215 CAMBERWELL GREEN							
08/000028	A201 BLACKFRIARS ROAD - B300 THE CUT - B300 UNION STREET							
08/000030	A3200 SOUTHWARK STREET - SUMNER STREET - GREAT SUFFOLK STREET							
08/000031	A3200 SOUTHWARK STREET - A300 SOUTHWARK BRIDGE ROAD							
08/000040	WALWORTH ROAD - MANOR PLACE - BROWNING STREET							
08/000043	(ATM) A215 CAMBERWELL ROAD - B214 ALBANY ROAD - URLWIN STREET							
08/000045	(ATM) BOROUGH HIGH STREET - NEWINGTON CAUSEWAY - HARPER ROAD - BOROUGH ROAD							
08/000048	A202 PECKHAM HIGH STREET - CLAYTON ROAD							
08/000052	(ATM) BOROUGH HIGH STREET - LONDON BRIDGE STREET - RAILWAY APPROACH							
08/000067	OLD KENT ROAD - TRAFALGAR AVENUE							
08/000068	(ATM) A215 WALWORTH ROAD - HEYGATE STREET - STEEDMAN STREET							
08/000092	(ATM) A201 LONDON ROAD - A302 GARDEN ROW - THOMAS DOYLE STREET (PREVIOUSLY 08/321)							
08/000094	(ATM) A3 THE ELEPHANT AND CASTLE ROUNDABOUT - A201 LONDON ROAD							
08/000102	A2216 DOG KENNEL HILL - A2216 GROVE LANE - CHAMPION HILL - GROVE HILL RD							
08/000103	A201 LONDON ROAD - PRINCESS STREET - ONTARIO STREET							
08/000112	CAMBERWELL ROAD - MEDLAR STREET							
08/000127	A302 ST GEORGES ROAD - A302 GARDEN ROW							

08/000146	DUNTON ROAD - MANDELA WAY							
08/000166	ALBANY ROAD - PORTLAND STREET							
08/000210	(ATM) A2 GREAT DOVER STREET - GLOBE STREET							
08/000251	(ATM) NEWINGTON CAUSEWAY - ROCKINGHAM STREET - SOUTHWARK BRIDGE ROAD							
08/000274	(ATM) A300 SOUTHWARK BRIDGE ROAD - B300 UNION STREET							
08/000280	A3 BOROUGH HIGH STREET- B300 UNION STREET - NEWCOMEN STREET							
08/000287	A301 WATERLOO ROAD - A3202 ST GEORGES CIRCUS							
	Lambeth		34					
09/000008	A24 BRIXTON ROAD - A203 STOCKWELL ROAD - GRESHAM ROAD - CANTERBURY CRESCENT							
09/000010	BRIXTON ROAD - ACRE LANE - BRIXTON HILL - COLDHARBOUR LANE - EFFRA RD							
09/000012	A23 BRIXTON ROAD - LOUGHBOROUGH ROAD							
09/000014	A23 BRIXTON ROAD - A202 CAMBERWELL NEW ROAD							
09/000021	(ATM) CLAPHAM RD - STOCKWELL RD - BINFIELD RD - SOUTH LAMBETH RD - THE SWAN							
09/000024	A3 CLAPHAM RD - B221 BEDFORD RD - LANDOR RD - A3 CLAPHAM HIGH STREET							
09/000029	NORWOOD RD - HALF MOON LA - DULWICH RD - RAILTON RD - MILKWOOD RD - HERNE HILL							
09/000031	A215 DENMARK HILL - A215 HERNE HILL - RED POST HILL - HERNE HILL ROAD							
09/000032	(ATM) KENNINGTON PARK ROAD - KENNINGTON ROAD - THE HORN							
09/000033	KENNINGTON PARK ROAD - BRIXTON ROAD							
09/000034	(ATM) A3 KENNINGTON PARK RD - A202 HARLEYFORD ST - CAMBERWELL NEW RD - CLAPHAM RD							
09/000035	(ATM) A3 KENNINGTON PARK ROAD - BRAGANZA STREET							
09/000036	(ATM) A23 KENNINGTON ROAD - A3204 KENNINGTON LANE (DIAGONAL PED CROSSING)							
09/000037	(ATM) A23 KENNINGTON ROAD - A3203 LAMBETH ROAD							
09/000046	A215 NORWOOD ROAD - PALACE ROAD							
09/000052	SOUTH LAMBETH ROAD - LANSDOWNE WAY							
09/000055	STREATHAM HILL - STREATHAM HIGH RD - STERNHOLD AVE - LEIGHAM CT RD							
09/000060	A205 STREATHAM PLACE - ATKINS ROAD - NEW PARK ROAD							
09/000062	THURLOW PARK ROAD - CROXTED ROAD							
09/000072	WANDSWORTH ROAD - SILVERTHORN ROAD - NORTH STREET							
09/000074	(ATM) WANDSWORTH ROAD - CEDARS ROAD - QUEENSTOWN ROAD - LAVENDER HILL							
09/000077	HERNE HILL ROAD - COLDHARBOUR LANE							

09/000081	STREATHAM HIGH ROAD - GLENEAGLE ROAD - STANTHORPE ROAD				
09/000088	(J&C) A203 SOUTH LAMBETH RD - A202 HARLEYFORD RD - A3204 KENNINGTON LANE				
09/000095	A23 STREATHAM HIGH ROAD - STREATHAM COMMON NORTH				
09/000124	BRIXTON HILL - ST MATTHEWS ROAD - PORDEN ROAD				
09/000140	STREATHAM HIGH ROAD - GREEN LANE				
09/000141	A215 NORWOOD ROAD - A2199 CROXTED ROAD				
09/000146	A23 STREATHAM HIGH ROAD - BECMEAD AVENUE - PENDENNIS ROAD				
09/000164	STOCKWELL ROAD - SIDNEY ROAD - STOCKWELL GREEN				
09/000215	(ATM) A203 SOUTH LAMBETH ROAD - ALDEBERT TERRACE - THORNE ROAD				
09/000219	CAMBERWELL NEW ROAD - VASSALL ROAD - WARHAM STREET				
09/000234	A3036 WANDSWORTH ROAD - WILCOX ROAD - PASCAL STREET				
09/000321	A23 KENNINGTON ROAD - WINDMILL ROW - AULTON PLACE (WAS 09/207)				
09/000329	A3036 WANDSWORTH ROAD BY THORNCROFT STREET (CONFIGURED AS A PUFFIN)				
	Wandsworth	25			
10/000002	ALBERT BRIDGE ROAD - PRINCE OF WALES DRIVE				
10/000005	(J&C) A217 ARMOURY WAY - A217 WANDSWORTH PLAIN				
10/000006	A24 BALHAM HIGH RD - UPPER TOOTING RD - TRINITY RD - A214 TOOTING BEC RD (DIAGONAL PED CROSSING)				
10/000007	BALHAM HIGH ROAD - RITHERDON ROAD				
10/000008	A24 BALHAM HIGH ROAD - CHESTNUT GROVE - BALHAM STATION ROAD (DIAGONAL PED CROSSING)				
10/000009	BALHAM HIGH ROAD - BEDFORD HILL				
10/000012	(J&C) A3205 BATTERSEA PARK ROAD - A3031 ALBERT BRIDGE ROAD				
10/000013	(J&C) A3205 BATTERSEA PARK RD - YORK RD - A3207 FALCON RD - A3220 BATTERSEA HIGH ST				
10/000017	BALHAM STATION ROAD - FERNLEA ROAD - BEDFORD HILL				
10/000022	(ATM) KINGSTON ROAD - ROEHAMPTON LANE				
10/000023	(ATM) LAVENDER HILL - ELSPETH ROAD - LATCHMERE ROAD				
10/000024	MITCHAM ROAD - SOUTHCROFT ROAD - RECTORY LANE - AMEN CORNER				
10/000031	(J&C) QUEENSTOWN ROAD - BATTERSEA PARK ROAD				
10/000032	(ATM) QUEENSTOWN ROAD - BROUGHTON STREET				
10/000033	ROEHAMPTON LANE - DANEBURY AVENUE				

10/000042	A24 TOOTING HIGH STREET - LONGLEY ROAD - BLACKSHAW ROAD					
10/000052	(ATM/J&C) WIMBLEDON PARK ROAD - REPLINGHAM ROAD - AUGUSTUS ROAD (DIAGONAL PED CROSSING)					
10/000053	A219 PUTNEY HIGH STREET - A219 PUTNEY HILL - A205 UPPER RICHMOND ROAD					
10/000057	(J&C) YORK ROAD - PLOUGH ROAD - YORK PLACE					
10/000068	A219 PUTNEY HIGH STREET - DISRAELI ROAD - NORROY ROAD					
10/000069	(ATM) GARRATT LANE - KIMBER ROAD - SWAFFIELD ROAD					
10/000094	ROEHAMPTON LANE - CLARENCE LANE					
10/000119	(ATM) PUTNEY HILL - PUTNEY HEATH - TIBBET'S RIDE					
10/000147	(ATM) A3031 ALBERT BRIDGE ROAD - PARKGATE ROAD					
10/000160	A306 ROEHAMPTON LANE - QUEEN MARYS HOSPITAL MAIN ACCESS					
	Hammersmith & Fulham	14				
11/000001	WOOD LANE - SCRUBS LANE - NORTH POLE ROAD					
11/000004	(ATM) SHEPHERDS BUSH GREEN - A4020 UXBRIDGE ROAD - A219 WOOD LANE					
11/000013	A219 FULHAM PALACE ROAD - A3218 LILLIE ROAD - SILVERTON ROAD					
11/000015	A219 FULHAM HIGH ST - NEW KINGS RD - PUTNEY BRIDGE APPROACH - CHURCHGATE					
11/000017	(J&C) A4 TALGARTH ROAD - WEST CROMWELL ROAD - NORTH END ROAD					
11/000020	A304 FULHAM ROAD - PARSONS GREEN LANE - KELVEDON ROAD					
11/000022	FULHAM ROAD - HARWOOD ROAD					
11/000025	(J&C) B317 NORTH END ROAD - A3219 DAWES ROAD - JERDAN PLACE					
11/000049	(ATM) A315 HAMMERSMITH ROAD - BROOK GREEN					
11/000050	(ATM) A315 HAMMERSMITH ROAD - EDITH ROAD					
11/000089	(ATM) HOLLAND PARK ROUNDABOUT - WEST CROSS ROUTE					
11/000091	(ATM) HOLLAND PARK ROUNDABOUT - HOLLAND PARK AVENUE - HOLLAND ROAD					
11/000171	(ATM) A4020 UXBRIDGE ROAD - COAL WHARF ROAD					
11/000174	(ATM) A219 WOOD LANE - ARIEL WAY					
	Royal Borough of Kensington and Chelsea	19				
12/000008	(J&C) CROMWELL ROAD - COLLINGHAM ROAD					
12/000025	(ATM) GLOUCESTER ROAD - HARRINGTON GARDENS - STANHOPE GARDENS					
12/000028	(ATM) HOLLAND PARK AVENUE - LADBROKE GROVE					

12/000037	A315 KENSINGTON HIGH STREET - A4204 KENSINGTON CHURCH STREET				
12/000040	(ATM/J&C) A315 KENSINGTON HIGH STREET - ADDISON ROAD - WARWICK GARDENS				
12/000051	A3217 KINGS ROAD - B304 SYDNEY STREET				
12/000052	(ATM) A308 KINGS ROAD - TADEMA ROAD - ASHBURNHAM ROAD - A3220 GUNTER GROVE				
12/000056	(ATM) LADBROKE GROVE - WESTBOURNE PARK ROAD - CORNWALL CRESCENT				
12/000061	(ATM) OLD BROMPTON ROAD - GLOUCESTER ROAD - CRANLEY GARDENS				
12/000062	(ATM) A3218 OLD BROMPTON ROAD - QUEENS GATE - ONSLOW GARDENS				
12/000064	QUEENS GATE - HARRINGTON ROAD - STANHOPE GARDENS				
12/000065	(ATM) ST MARKS ROAD - CAMBRIDGE GARDENS				
12/000066	(ATM) SLOANE STREET - PONT STREET				
12/000068	(J&C) THURLOE PLACE - BROMPTON ROAD				
12/000071	(ATM) WARWICK GARDENS - PEMBROKE ROAD - CROMWELL CRESCENT				
12/000074	(J&C) A4 WEST CROMWELL ROAD - WARWICK ROAD				
12/000094	A4 CROMWELL ROAD - CROMWELL PLACE				
12/000125	SLOANE SQUARE - LOWER SLOANE STREET - KINGS ROAD				
12/000135	(ATM) EARLS COURT ROAD - STRATFORD ROAD - PEMBROKE ROAD				
	Waltham Forest	13			
13/000001	KINGS HEAD HILL - THE RIDGEWAY - PARKHILL ROAD - THE GREEN				
13/000003	CHINGFORD MOUNT ROAD - HALL LANE - NEW ROAD - OLD CHURCH ROAD (DIAGONAL PED CROSSING)				
13/000004	HOE STREET - SELBOURNE ROAD				
13/000016	(J&C) A112 LEYTON HIGH ROAD - CROWNFIELD ROAD - MAJOR ROAD - TEMPLE MILLS LANE				
13/000018	(ATM) A11 LEYTONSTONE HIGH ROAD - CROWNFIELD ROAD - CANN HALL ROAD				
13/000022	WOODFORD NEW ROAD - FOREST ROAD				
13/000038	HOE STREET - STATION APPROACH				
13/000042	A112 CHINGFORD ROAD - HIGHAM STATION AVENUE - MORRISON AVENUE				
13/000047	HIGH ROAD LEYTON - CAPWORTH STREET - LEYTON GREEN ROAD				
13/000055	(J&C) A106 - RUCKHOLT ROAD - SPITALFIELDS MARKET - SHERRIN ROAD				
13/000071	A112 CHINGFORD ROAD - WALTHAMSTOW AVENUE - SITE ACCESS SAINSBURYS				
13/000100	(J&C) RUCKHOLT ROAD - QUARTERMILE LANE - EASTWAY				

13/000106	CATHALL ROAD - GROVE GREEN ROAD								
	Redbridge	10							
14/000001	(ATM) BLAKE HALL ROAD - BUSH ROAD - OVERTON DRIVE								
14/000002	A1009 BROADMEAD ROAD - ST BARNABAS ROAD								
14/000004	(ATM) CAMBRIDGE PARK - WANSTEAD HIGH STREET - THE GREEN - KINGFISHER AVENUE - HARRIER AVENUE								
14/000015	(ATM) HIGH ROAD ILFORD - ILFORD LANE - A118 ILFORD HILL - A123 CRANBROOK RD								
14/000021	(ATM) HOLLYBUSH HILL - HIGH STREET WANSTEAD								
14/000035	(ATM) A118 ROMFORD RD - MILL RD NORTH CIR RD - BARKING RELIEF RD SLIP - ILFORD HILL								
14/000039	A118 CHAPEL ROAD - CLEMENTS LANE - WINSTON WAY								
14/000073	CRANBROOK ROAD - WELLESLEY ROAD								
14/000081	BEEHIVE LANE - CRANBROOK ROAD - EMERSON ROAD								
14/000124	(ATM) GREEN LANE - SOUTH PARK DRIVE								
	Havering	7							
15/000007	(ATM) A1306 (WAS A13) - NEW ROAD - UPMINSTER RD - CHANDLERS CORNER								
15/000023	EASTERN AVENUE - NORTH STREET - HAVERING ROAD								
15/000026	A12 - EASTERN AVENUE - MAWNEY ROAD								
15/000029	ABBS CROSS LANE - HIGH STREET HORNBURCH - HORNBURCH ROAD								
15/000037	OLDCHURCH ROAD - THURLOE GARDENS - SOUTH STREET								
15/000047	A12 - COLCHESTER ROAD - WHITELANDS WAY								
15/000096	SOUTH END ROAD - AIRFIELD WAY - HERON FLIGHT AVENUE								
	Barking & Dagenham	5							
16/000008	(ATM) WOOD LANE - VALENCE AVENUE - PORTERS AVENUE - PARSLOES AVENUE								
16/000019	A1306 (WAS A13) NEW ROAD - BALLARDS ROAD - KENT AVENUE - SLIP ROAD								
16/000041	A1306 (WAS A13) RIPPLE ROAD - MERRIELANDS CRESCENT								
16/000051	A118 HIGH ROAD CHADWELL HEATH - MILL LANE								
16/000072	WHALEBONE LANE SOUTH - WOOD LANE - GREEN LANE								
	Newham	24							
17/000004	(ATM) A124 BARKING ROAD - BECKTON ROAD - HERMIT ROAD								
17/000005	(ATM) A124 BARKING ROAD - B166 BALAM STREET - NEW BARN STREET								

17/000006	(ATM) A124 BARKING RD - A112 GREENGATE ST - A112 PRINCE REGENT LANE			
17/000008	(ATM) BARKING ROAD - HIGH STREET NORTH - HIGH STREET SOUTH			
17/000009	A118 ROMFORD ROAD - B164 WATER LANE - B164 VICARAGE LANE			
17/000011	ROMFORD ROAD - GREEN STREET - RICHMOND ROAD			
17/000012	(ATM) A118 ROMFORD RD - A117 STATION RD - A117 - HIGH STREET NORTH - MANOR PARK			
17/000028	(ATM) A112 WEST HAM LANE - B165 DENSHAM ROAD			
17/000045	ROMFORD ROAD - BALMORAL ROAD - KATHERINE ROAD			
17/000063	(J&C) HIGH STREET STRATFORD - ABBEY LANE			
17/000067	PRINCE REGENT LANE - GLEN ROAD			
17/000072	HIGH STREET NORTH - PLASHET GROVE - EAST AVENUE			
17/000073	HIGH STREET NORTH - BURGESS ROAD - HEIGHAM ROAD			
17/000076	(ATM) TIDAL BASIN ROAD - SILVERTOWN WAY			
17/000078	(ATM) VICTORIA DOCK ROAD - FREEMASONS ROAD			
17/000080	(ATM) WOOLWICH MANOR WAY - FROBISHER ROAD - BECKTON DLR BUS STATION EXIT			
17/000093	(ATM) A124 BARKING ROAD - A117 RON LEIGHTON WAY			
17/000123	SILVERTOWN WAY - BUS STATION			
17/000125	(J&C) A118 HIGH ST STRATFORD - RICK ROBERTS WAY - WARTON ROAD - UNION STREET			
17/000150	(J&C) A11 THE GROVE - A118 BROADWAY			
17/000181	A118 ROMFORD ROAD - B165 LITTLE ILFORD LANE			
17/000206	(ATM) A13 NEWHAM WAY - FREEMASONS ROAD			
17/000233	(J&C) A112 LEYTON ROAD - ALMA STREET - PENNY BROOK STREET			
17/000264	(ATM) SILVERTOWN WAY - HALLSVILLE ROAD			
	Bexley	2		
18/000003	HIGH STREET SIDCUP - STATION ROAD - ELM ROAD - MAIN ROAD			
18/000035	ARNSBERG WAY - MAYPLACE ROAD WEST			
	Bromley	10		
19/000005	OAKLEY ROAD - A232 CROYDON ROAD - WESTERHAM ROAD			
19/000008	A222 HIGH STREET BECKENHAM - A222 MANOR ROAD - KELSEY PARK ROAD			
19/000012	HIGH STREET WEST WICKHAM - STATION ROAD - WICKHAM COURT RD - GLEBE WAY			

19/000049	COURT ROAD - RAMSDEN ROAD						
19/000052	MOTTINGHAM ROAD - WHITEHORSE HILL - ELMSTEAD LA - WILLIAM BAREFOOT DR						
19/000064	CHISLEHURST HIGH STREET - WILLOW GROVE - PARK ROAD						
19/000070	WIDMORE ROAD - TWEEDY ROAD - KENTISH WAY						
19/000082	A2015 BECKENHAM HIGH ST - B230 CHURCH AVENUE - B230 BROMLEY RD						
19/000090	KENTISH WAY - MASONS HILL						
19/000107	A234 BECKENHAM ROAD - KENT HOUSE ROAD						
	Croydon	14					
20/000010	A23 PURLEY WAY - WADDON ROAD - MILL LANE						
20/000011	(J&C) PURLEY WAY - EPSOM ROAD						
20/000018	BRIGHTON ROAD - BARTLETT STREET - NOTTINGHAM ROAD						
20/000020	A23 PURLEY WAY - COMMERCE WAY - DRURY CRESCENT						
20/000022	LOWER ADDISCOMBE ROAD - SHIRLEY ROAD						
20/000024	WICKHAM ROAD - HARTLAND WAY - ORCHARD AVENUE						
20/000095	A23 PURLEY WAY - IMPERIAL WAY - WADDON WAY						
20/000104	BRIGHTON ROAD - SOUTH END - SELSDON ROAD - WARHAM ROAD						
20/000115	A23 - BRIGHTON ROAD - PURLEY ROAD - PURLEY WAY - PURLEY CROSS						
20/000125	A235 BRIGHTON ROAD - CHRISTCHURCH ROAD						
20/000169	A23 BRIGHTON ROAD - LION GREEN ROAD						
20/000267	MARLPIT LANE - A23 BYPASS ROAD OFF-SLIP						
20/000273	A23 BRIGHTON ROAD - COULSDON BYPASS NORTHERN JUNCTION						
20/000284	TAMWORTH ROAD - FIRTH ROAD - CROYDON CENTRALE						
	Sutton	2					
21/000005	A232 CHEAM HIGH ST - A2043 THE BROADWAY - EWELL RD - B283 STATION WAY						
21/000009	A217 OLDFIELDS ROAD - B279 SUTTON COMMON ROAD - A217 REIGATE AVENUE						
	Merton	12					
22/000001	(ATM) A238 HIGH STREET MERTON-A238 KINGSTON RD-A219 MERTON RD-A219 MORDEN RD						
22/000007	A217 LONDON ROAD - A239 MORDEN ROAD - TRAMWAY PATH						
22/000008	LONDON ROAD - CRICKET GREEN - LOWER GREEN WEST						

22/000011	WIMBLEDON HILL ROAD - ST GEORGES ROAD - ALEXANDRA ROAD - STATION ACCESS			
22/000012	(ATM) WIMBLEDON HILL ROAD - WORPLE ROAD - ST MARKS PLACE			
22/000014	DURNSFORD ROAD - HAYDONS ROAD - GAP ROAD - PLOUGH LANE			
22/000026	A238 KINGSTON RD - RAYNES PARK BRIDGE - B279 APPROACH RD - CLIFTON PARK ROAD			
22/000055	WIMBLEDON BRIDGE ROAD - HARTFIELD ROAD - THE BROADWAY			
22/000058	A297 MORDEN HALL ROAD - B286 ABERCONWAY ROAD			
22/000109	WESTERN ROAD - UPPER GREEN WEST - RALEIGH GARDENS - HOLBORN WAY			
22/000116	(ATM) QUEENS ROAD DEVELOPMENT - CAR PARK ENTRANCE			
22/000120	HARTFIELD ROAD - GLADSTONE ROAD LINK - BUS LAY-BY (SIR CYRIL BLACK WAY)			
	Royal Borough of Kingston-upon-Thames	4		
23/000011	A308 CROMWELL ROAD - A308 WOOD STREET - A308 RICHMOND ROAD - CLARENCE STREET			
23/000013	CAMBRIDGE ROAD - HAWKS ROAD - CHATHAM ROAD			
23/000070	KINGSTON BRIDGE - CLARENCE STREET - HORSEFAIR			
23/000126	EWELL ROAD - PRINCES AVENUE - ELGAR AVENUE			
	Richmond-upon-Thames	13		
24/000005	UPPER RICHMOND ROAD WEST - SHEEN LANE			
24/000010	A306 CASTELNAU - LONSDALE ROAD			
24/000012	KEW ROAD - MORTLAKE ROAD			
24/000014	ST MARGARETS ROAD - RICHMOND ROAD - ROSSLYN ROAD			
24/000016	A310 CROSS DEEP - A305 HEATH ROAD - A305 KING STREET			
24/000018	CHURCH ROAD - THE CAUSEWAY - BROAD STREET			
24/000019	B358 SIXTH CROSS RD - SOUTH RD - A311 WELLINGTON RD - HAMPTON ROAD			
24/000021	A305 STAINES ROAD - HOSPITAL BRIDGE ROAD - B358 SIXTH CROSS ROAD			
24/000055	A205 UPPER RICHMOND ROAD - VINE ROAD - PRIORY LANE			
24/000057	LONDON ROAD - ARRAGON ROAD - RAILWAY APPROACH			
24/000059	UXBRIDGE ROAD - SAINSBURYS ACCESS BY WINIFRED ROAD			

24/000061	A307 KEW ROAD - CHURCH ROAD - CLARENCE STREET				
24/000212	A316 TWICKENHAM ROAD - SWIMMING POOLS - OLD DEER PARK				
	Hounslow	26			
25/000001	(ATM) A315 KEW BRIDGE ROAD - CHISWICK HIGH ROAD - KEW BRIDGE				
25/000002	(ATM) ACTON LANE - CHISWICK HIGH ROAD - SUTTON LANE				
25/000005	(ATM) A315 CHISWICK HIGH RD - A316 CHISWICK LANE - UPHAM PARK RD - BUS GARAGE ACCESS				
25/000006	HIGH STREET BRENTFORD - EALING ROAD				
25/000007	A315 HIGH STREET BRENTFORD - A3002 HALF ACRE				
25/000012	(J&C) SUTTON COURT ROAD - GREAT WEST ROAD				
25/000016	A4 GREAT WEST RD - A3005 LAMPTON RD - A3005 HESTON RD - JERSEY RD				
25/000018	A4 - GREAT WEST ROAD - VICARAGE FARM ROAD				
25/000025	(J&C) GREAT SOUTH WEST ROAD - THE PARKWAY - THE CAUSEWAY				
25/000026	(J&C) A30 GREAT SOUTHWEST ROAD - FAGGS ROAD - HATTON ROAD - DICK TURPIN WAY				
25/000033	A310 TWICKENHAM ROAD - WORTON ROAD				
25/000034	(ATM) CHISWICK HIGH ROAD - DUKES AVENUE - CLIFTON GARDENS - HOLLY ROAD				
25/000038	TWICKENHAM ROAD - SPUR ROAD - LONDON ROAD				
25/000043	A315 HIGH STREET HOUNSLOW - A314 HANWORTH ROAD - SCHOOL ROAD				
25/000044	BATH ROAD - VICARAGE FARM ROAD - ROSEMARY AVENUE				
25/000055	(ATM) GREAT CHERTSEY ROAD - EDENSOR ROAD				
25/000056	(ATM) A316 GREAT CHERTSEY ROAD - STAVELEY ROAD - RIVERSIDE DRIVE				
25/000062	TWICKENHAM ROAD - MOGDEN LANE				
25/000079	A3006 BATH ROAD - A3006 STEVE BIKO WAY - CORBAN ROAD				
25/000083	LONDON ROAD - BRIDGE ROAD				
25/000137	A315 GROVE ROAD - BELL ROAD				
25/000141	HANWORTH ROAD - DOUGLAS ROAD - CHAPEL ROAD				
25/000155	STAINES ROAD - BEDFONT LANE				
25/000158	(J&C) FAGGS ROAD - DICK TURPIN WAY				
25/000166	HESTON ROAD - NEW HESTON ROAD				
25/000226	(ATM) A3002 BOSTON MANOR ROAD - PARAGON ACCESS				

	Hillingdon	5					
26/000008	YEADING LANE - COLDHARBOUR LANE - A4020 UXBRIDGE ROAD						
26/000020	FREEZELAND WAY - LONG LANE (WAS WESTERN AVENUE)						
26/000104	CROSS STREET - HILLINGDON ROAD - COWLEY ROAD						
26/000106	NEW WINDSOR STREET - TRUMPER WAY						
26/000234	PORTERS WAY - STATION ROAD - KINGSTON LANE						
	Ealing	10					
27/000001	(J&C) SAVOY CIRCUS - A40 WESTERN AVENUE - OLD OAK COMMON LANE - OLD OAK ROAD						
27/000002	(J&C) WESTERN AVENUE - HORN LANE - VICTORIA ROAD						
27/000019	UXBRIDGE ROAD - BOND STREET - NEW BROADWAY						
27/000037	B455 SOUTH EALING ROAD - B4491 LITTLE EALING LANE - B4491 POPES LANE						
27/000048	(J&C) A40 WESTERN AVENUE- A4000 WALES FARM ROAD - LEAMINGTON PARK						
27/000086	A40 - WESTERN AVE SLIP RD - ARGYLE RD - TEIGNMOUTH GDNS - WELLAND GDNS						
27/000113	A4127 GREENFORD ROAD - HORSENDEN LANE NORTH						
27/000125	VICTORIA ROAD - ATLAS ROAD - OLD OAK LANE - OLD OAK COMMON LANE						
27/000256	(ATM) A4000 VICTORIA ROAD - CHASE ROAD						
27/000287	A4020 UXBRIDGE ROAD - WINDMILL LANE						
	Brent	7					
28/000002	**H/S** A406 NORTH CIRCULAR ROAD - BRENTFIELD ROAD - DRURY WAY						
28/000014	(ATM) A404 HIGH STREET HARLES DEN - A404 MANOR PARK ROAD - PARK PARADE						
28/000019	(ATM) A404 WEMBLEY HIGH ROAD - A4089 PARK LANE						
28/000024	A4088 BLACKBIRD HILL - B454 OLD CHURCH LANE						
28/000035	KINGSBURY ROAD - BUCK LANE - CHURCH LANE						
28/000118	EALING ROAD - MOUNT PLEASANT						
28/000131	CRICKLEWOOD BROADWAY - ASHFORD ROAD - DEPOT APPROACH						
	Harrow	3					
29/000013	A4090 PETTS HILL - A312 NORTHOLT ROAD - ALEXANDRA AVENUE - SOMERVELL ROAD						
29/000079	A409 HIGH STREET WEALDSTONE - GEORGE GANGE WAY						
29/000084	SHEEPCOTE ROAD - STATION ROAD						

	Barnet	7							
30/000016	GREAT NORTH ROAD - ST ALBANS ROAD - HIGH STREET BARNET - BATH PLACE								
30/000017	A1000 HIGH STREET - A411 WOOD STREET								
30/000022	A41 - WATFORD WAY - QUEENS ROAD - VIVIAN AVENUE								
30/000050	OAKLEIGH PARK SOUTH - A109 OAKLEIGH ROAD NORTH - MYDDLETON PARK								
30/000058	COLNEY HATCH LANE - A406 NORTH CIRCULAR ROAD								
30/000120	A598 REGENTS PARK RD-B1462 NETHER ST-A598 BALLARDS LANE-CHAVILLE WAY								
30/000152	A1 WATFORD WAY - PAGE STREET - FIVE WAYS CORNER								
	Haringey	18							
31/000001	FORTIS GREEN ROAD - QUEENS AVENUE - TETHERDOWN - FORTIS GREEN								
31/000006	ARCHWAY ROAD - MUSWELL HILL ROAD - SOUTHWOOD LANE - WOOD LANE								
31/000007	A1 ARCHWAY ROAD - SHEPHERDS HILL - JACKSONS LANE								
31/000013	A105 HIGH ROAD WOOD GREEN - STATION ROAD - A109 LORDSHIP LANE								
31/000014	A105 HIGH ROAD WOODGREEN - ALEXANDRA ROAD								
31/000020	TURNPIKE LANE - HORNSEY PARK ROAD - WIGHTMAN ROAD								
31/000025	LORDSHIP LANE - ROUNDWAY - DOWNHILLS WAY								
31/000026	HIGH ROAD TOTTENHAM - WHITE HART LANE								
31/000027	A1010 HIGH ROAD TOTTENHAM - B137 LANSDOWNE RD - A109 LORDSHIP LANE								
31/000030	A10 HIGH ROAD TOTTENHAM - B153 PHILIP LANE - A1055 MONUMENT WAY								
31/000032	HIGH ROAD TOTTENHAM - SEVEN SISTERS ROAD								
31/000033	A10 HIGH ROAD TOTTENHAM - B152 ST ANNS ROAD								
31/000039	GREEN LANES - ST ANNS ROAD								
31/000041	TURNPIKE LANE - ALEXANDRA ROAD								
31/000043	A105 GREEN LANES - A504 TURNPIKE LANE BUS STATION EXIT								
31/000050	A503 FERRY LANE - A1055 THE HALE - A503 BROAD LANE								
31/000077	BOUNDS GREEN ROAD - PARK AVENUE								
31/000108	MONUMENT WAY - HALE ROAD - HIGH CROSS ROAD								

	Enfield	8							
32/000001	GREAT CAMBRIDGE ROAD - CHURCH STREET								
32/000004	A406 - NORTH CIRCULAR RD - PINKHAM WAY - TELFORD RD - BOUNDS GREEN RD - STATION RD								
32/000007	A406 (T) NORTH CIRCULAR ROAD - A406 (T) BOWES ROAD - A105 GREEN LANES								
32/000011	A1004 ALDERMANS HILL - A105 GREEN LANES								
32/000031	A10 (T) GREAT CAMBRIDGE ROAD - BURY STREET								
32/000041	CHASE SIDE - WINDMILL HILL - CHURCH STREET - OLD PARK AVENUE								
32/000048	HERTFORD ROAD - ORDNANCE ROAD								
32/000077	A110 BRAMLEY ROAD - CHASE ROAD								

	List of sites without audible or tactile signals 12 - 12 -13					
	Borough	Location	Type	TLRN/ Borough	Tactile or Audible	
	City of London	KING WILLIAM STREET BY ARTHUR STREET	Pelican	TLRN	N	
	City of London	A1211 LONDON WALL - WOOD STREET	Junction	Borough	N	
	City of London	DUKES PLACE BY CREECHURCH LANE	Pelican	Borough	N	
	City of Westminster	SOUTH CARRIAGE DRIVE BY ROTTEN ROW BY ALBERT GATE	Pelican	Borough	N	
	City of Westminster	GROSVENOR GARDENS - GROSVENOR PLACE - HOBART PLACE	Junction	TLRN	N	
	City of Westminster	A4 HAYMARKET - PANTON STREET	Junction	Borough	N	
	City of Westminster	NEW BOND STREET - CONDUIT STREET - BRUTON STREET	Junction	Borough	N	
	City of Westminster	NEW BOND STREET - MADDOX STREET - GROSVENOR STREET	Junction	Borough	N	
	City of Westminster	DAVIES STREET - BROOK STREET	Junction	Borough	N	
	City of Westminster	GROSVENOR STREET - DAVIES STREET	Junction	Borough	N	
	City of Westminster	PIMLICO ROAD - EBURY BRIDGE - BUCKINGHAM PALACE ROAD	Junction	Borough	N	
	City of Westminster	A315 KENSINGTON ROAD - QUEENS GATE - A315 KENSINGTON	Junction	Borough	N	

		GORE				
	City of Westminster	GLOUCESTER PLACE. - YORK STREET	Junction	Borough	N	
	City of Westminster	A41 GLOUCESTER PLACE - CRAWFORD STREET	Junction	Borough	N	
	City of Westminster	GLOUCESTER PLACE - DORSET STREET - MONTAGU PLACE	Junction	Borough	N	
	City of Westminster	GLOUCESTER PLACE - PARK ROAD - ROSSMORE ROAD	Junction	TLRN	N	
	City of Westminster	WIGMORE STREET - DUKE STREET	Junction	Borough	N	
	City of Westminster	WIGMORE STREET - MARYLEBONE LANE	Junction	Borough	N	
	City of Westminster	WIGMORE STREET - WIMPOLE STREET	Junction	Borough	N	
	City of Westminster	OXFORD STREET - JAMES STREET - GILBERT STREET	Junction	Borough	N	
	City of Westminster	OXFORD STREET - DAVIES STREET - STRATFORD PLACE	Junction	Borough	N	
	City of Westminster	OXFORD STREET - RATHBONE PLACE - SOHO STREET	Junction	Borough	N	
	City of Westminster	ST JOHNS WOOD ROAD - PARK ROAD - WELLINGTON ROAD	Junction	TLRN	N	
	City of Westminster	ELGIN AVENUE - CHIPPENHAM ROAD	Junction	Borough	N	
	City of Westminster	WESTBOURNE GROVE - QUEENSWAY	Junction	Borough	N	
	City of Westminster	VICTORIA EMBANKMENT BY	Pelican	TLRN	N	

		TEMPLE STATION				
	City of Westminster	NEATHOUSE PLACE - WILTON ROAD	Junction	TLRN	N	
	City of Westminster	B411 QUEENSWAY - PORCHESTER GARDENS	Junction	Borough	N	
	City of Westminster	ECCLESTON BRIDGE - BULLEID WAY - VICTORIA STATION	Junction	TLRN	N	
	City of Westminster	INVERNESS TERRACE - PORCHESTER GARDENS	Junction	Borough	N	
	City of Westminster	WELLS STREET - EASTCASTLE STREET	Junction	Borough	N	
	City of Westminster	EDGWARE ROAD - ABERDEEN PLACE - MAIDA AVENUE - BLOMFIELD ROAD	Junction	TLRN	N	
	City of Westminster	DUKE OF WELLINGTON PLACE - CONSTITUTION HILL	Junction	TLRN	N	
	City of Westminster	A3212 WHITEHALL - GREAT SCOTLAND YARD	Junction	Borough	N	
	LB Camden	AVENUE ROAD - ADELAIDE ROAD	Junction	TLRN	N	
	LB Camden	CAMDEN ROAD - ST PANCRAS WAY	Junction	TLRN	N	
	LB Camden	EUSTON ROAD - TOTTENHAM COURT ROAD - HAMPSTEAD ROAD	Junction	TLRN	N	
	LB Camden	EUSTON ROAD - UPPER WOBURN PLACE - EVERS Holt STREET	Junction	TLRN	N	
	LB Camden	A41 (T) FINCHLEY RD - WEST END LANE - ALVANLEY	Junction	TLRN	N	

		GARDENS - FROGNAL LANE				
	LB Camden	A41 FINCHLEY ROAD - ARKWRIGHT ROAD - LYMINGTON ROAD	Junctio n	TLRN	N	
	LB Camden	A41 FINCHLEY ROAD - CANFIELD GARDENS	Junctio n	TLRN	N	
	LB Camden	A41 FINCHLEY ROAD - GOLDHURST TERRACE	Junctio n	TLRN	N	
	LB Camden	A400 HAMPSTEAD ROAD - DRUMMOND STREET	Junctio n	TLRN	N	
	LB Camden	A501 PENTONVILLE ROAD - A5203 CALEDONIAN ROAD	Junctio n	TLRN	N	
	LB Camden	TOTTENHAM COURT ROAD BY BEDFORD AVENUE BY TUDOR PLACE	Pelican	Boroug h	N	
	LB Camden	A400 TOTTENHAM COURT ROAD - MAPLE STREET - UNIVERSITY STREET	Junctio n	Boroug h	N	
	LB Camden	TOTTENHAM COURT ROAD BY STORE STREET	Pelican	Boroug h	N	
	LB Camden	GRAYS INN ROAD - KINGS CROSS BRIDGE	Junctio n	TLRN	N	
	LB Camden	A40 HIGH HOLBORN - PROCTOR STREET	Junctio n	Boroug h	N	
	LB Camden	ROYAL COLLEGE STREET - JEFFREYS STREET	Junctio n	Boroug h	N	
	LB Camden	A41 FINCHLEY ROAD BY SWISS	Pelican	TLRN	N	

		COTTAGE				
	LB Camden	KENTISH TOWN ROAD - FORTRESS ROAD - HIGHGATE ROAD	Junction	Borough	N	
	LB Camden	HAMPSTEAD ROAD BY GRANBY TERRACE	Pelican	TLRN	N	
	LB Camden	WEST END LANE BY WOODCHURCH ROAD	Pelican	Borough	N	
	LB Camden	A5200 GRAYS INN ROAD - A201 SWINTON STREET - ARGYLE STREET	Junction	TLRN	N	
	LB Camden	A41 FINCHLEY ROAD - BOUNDARY ROAD	Junction	TLRN	N	
	LB Camden	A4200 EVERS HOLT STREET BY LANCING STREET	Pelican	Borough	N	
	LB Camden	KENTISH TOWN ROAD BY CAMDEN ROAD	Pelican	TLRN	N	
	LB Camden	CAMDEN PARK ROAD - NORTH VILLAS - CLIFF ROAD	Junction	Borough	N	
	LB Camden	B509 ADELAIDE ROAD - WINCHESTER ROAD - KING HENRY'S ROAD	Junction	Borough	N	
	LB Islington	A5203 CALEDONIAN ROAD - COPENHAGEN STREET	Junction	Borough	N	
	LB Islington	A503 CAMDEN ROAD - A5203 HILLMARTON ROAD	Junction	TLRN	N	
	LB Islington	UPPER STREET - ISLINGTON PARK STREET - CANONBURY LANE	Junction	TLRN	N	

	LB Islington	A5201 OLD STREET - CENTRAL STREET - GOLDEN LANE	Junction	Borough	N	
	LB Islington	A5201 CLERKENWELL ROAD - A1 GOSWELL ROAD - A5201 OLD STREET	Junction	Borough	N	
	LB Islington	ST JOHN STREET - MYDDLETON STREET - SPENCER STREET	Junction	Borough	N	
	LB Islington	HOLLOWAY ROAD - TUFNELL PARK ROAD	Junction	TLRN	N	
	LB Islington	PARKHURST ROAD BY WILLIAMSON STREET BY CHAMBERS ROAD	Pelican	TLRN	N	
	LB Islington	ARCHWAY ROAD - TOLLHOUSE WAY	Junction	TLRN	N	
	LB Islington	ST JOHN STREET - OWEN STREET - CHADWELL STREET	Junction	Borough	N	
	LB Islington	A1 TOLLHOUSE WAY - HIGHGATE HILL	Junction	TLRN	N	
	LB Islington	A1 HOLLOWAY ROAD/ DAVENANT ROAD	Junction	TLRN	N	
	LB Islington	TOLLINGTON ROAD - HERTSLET ROAD	Junction	TLRN	N	
	LB Hackney	KENWORTHY ROAD - BROOKFIELD ROAD - CASSLAND ROAD - WICK ROAD	Junction	TLRN	N	
	LB Hackney	CLAPTON COMMON - AMHURST PARK - STAMFORD HILL	Junction	TLRN	N	
	LB Hackney	MARE STREET - WELL STREET	Junction	Borough	N	

	LB Hackney	SHACKLEWELL LANE - RECTORY ROAD - AMHURST ROAD	Junction	Borough	N	
	LB Hackney	LORDSHIP PARK - MANOR ROAD - LORDSHIP ROAD	Junction	Borough	N	
	LB Hackney	A503 SEVEN SISTERS ROAD - WOODBERRY GROVE	Junction	TLRN	N	
	LB Hackney	A107 MARE STREET - RICHMOND ROAD - DARNLEY ROAD	Junction	Borough	N	
	LB Hackney	STOKE NEWINGTON ROAD BY BARRETS GROVE	Pelican	TLRN	N	
	LB Hackney	WICK ROAD - MORNING LANE - WELL STREET - KENTON ROAD	Junction	Borough	N	
	LB Hackney	WESTGATE STREET - LANSDOWNE DRIVE - BROADWAY MARKET	Junction	Borough	N	
	LB Hackney	EASTWAY - LEE CONSERVANCY ROAD	Junction	Borough	N	
	LB Hackney	KINGSLAND ROAD BY PEARSON STREET	Pelican	TLRN	N	
	LB Hackney	STOKE NEWINGTON ROAD BY PALATINE ROAD	Pelican	TLRN	N	
	LB Hackney	A10 STOKE NEWINGTON HIGH STREET - A10 EVERING ROAD	Junction	TLRN	N	
	LB Hackney	A10 SHOREDITCH HIGH STREET BY NEW INN YARD	Pelican	TLRN	N	
	LB Tower Hamlets	A11 WHITECHAPEL ROAD - B108 VALLANCE ROAD -	Junction	TLRN	N	

		B108 NEW ROAD				
	LB Tower Hamlets	MILE END ROAD - GROVE ROAD - BURDETT ROAD	Junctio n	TLRN	N	
	LB Tower Hamlets	THE HIGHWAY - BUTCHER ROW - NARROW STREET - LIMEHOUSE LINK TUNNEL	Junctio n	TLRN	N	
	LB Tower Hamlets	MILE END ROAD BY BARDSEY PLACE	Pelican	TLRN	N	
	LB Tower Hamlets	EAST INDIA DOCK ROAD - BRUNSWICK ROAD - ROBIN HOOD LANE	Junctio n	TLRN	N	
	LB Tower Hamlets	WEST INDIA DOCK ROAD - WESTFERRY ROAD	Junctio n	Boroug h	N	
	LB Tower Hamlets	WEST INDIA DOCK ROAD - MING STREET	Junctio n	TLRN	N	
	LB Tower Hamlets	A1206 WESTFERRY ROAD - LIMEHOUSE LINK - WESTFERRY CIRCUS SLIP ROAD	Junctio n	TLRN	N	
	LB Tower Hamlets	WESTFERRY ROAD - LIMEHOUSE CAUSEWAY	Junctio n	Boroug h	N	
	LB Greenwich	SIDCUP ROAD - COURT ROAD	Junctio n	TLRN	N	
	LB Greenwich	A20 SIDCUP ROAD - GREEN LANE - SOUTHWOOD ROAD - FIVEWAYS	Junctio n	TLRN	N	
	LB Greenwich	A206 WOOLWICH ROAD - CHARLTON CHURCH LANE - ANCHOR AND HOPE LANE	Junctio n	Boroug h	N	
	LB Greenwich	WESTHORNE AVENUE BY PINNELL RD BY HORSFELD RD	Pelican	TLRN	N	
	LB Greenwich	A200 CREEK ROAD - A2209	Junctio n	Boroug h	N	

		DEPTFORD CHURCH STREET				
	LB Greenwich	PLUMSTEAD ROAD BY INVERMORE PLACE	Pelican	Boroug h	N	
	LB Greenwich	JOHN HARRISON WAY BY SCHOOL ACCESS	Pelican	Boroug h	N	
	LB Greenwich	SIDCUP ROAD BY ABERGELDIE ROAD	Pelican	TLRN	N	
	LB Greenwich	PEAR TREE WAY - SAINSBURY BUS ACCESS	Junctio n	Boroug h	N	
	LB Lewisham	A21 BROMLEY ROAD - A2015 BECKENHAM HILL ROAD	Junctio n	TLRN	N	
	LB Lewisham	SYDENHAM ROAD - STANTON WAY - BELL GREEN	Junctio n	Boroug h	N	
	LB Lewisham	BELL GREEN - SOUTHEND LANE - SYDENHAM ROAD	Junctio n	Boroug h	N	
	LB Lewisham	BELL GREEN BY SOUTHEND LANE	Pelican	Boroug h	N	
	LB Lewisham	WICKHAM ROAD - LEWISHAM WAY - FRIENDLY STREET	Junctio n	TLRN	N	
	LB Lewisham	A21 RUSHEY GREEN BY WILDFELL ROAD	Pelican	TLRN	N	
	LB Lewisham	PLASSY ROAD - CATFORD ISLAND DEVELOPMENT	Junctio n	TLRN	N	
	LB Lewisham	A205 STANSTEAD ROAD - GLENWOOD ROAD	Junctio n	TLRN	N	
	LB Southwark	TOWER BRIDGE ROAD - GRANGE ROAD - DECIMA STREET	Junctio n	TLRN	N	
	LB Southwark	OLD KENT ROAD - ALBANY ROAD - HUMPHREY STREET - SHORNCLIFFE	Junctio n	TLRN	N	

		ROAD				
	LB Southwark	BOROUGH HIGH STREET - LONDON BRIDGE STREET - RAILWAY APPROACH	Junction	TLRN	N	
	LB Southwark	OLD KENT ROAD - DUNTON ROAD	Junction	TLRN	N	
	LB Southwark	A215 DENMARK HILL - A2216 CHAMPION PARK	Junction	Borough	N	
	LB Southwark	NUNHEAD LANE - CONSORT ROAD - LINDEN GROVE	Junction	Borough	N	
	LB Southwark	A302 ST GEORGES ROAD - A302 GARDEN ROW	Junction	TLRN	N	
	LB Southwark	DUNTON ROAD - MANDELA WAY	Junction	Borough	N	
	LB Southwark	OLD KENT ROAD - B&Q ACCESS ROAD	Junction	TLRN	N	
	LB Southwark	CAMBERWELL CHURCH STREET - PECKHAM ROAD - WILSON ROAD - BENHILL ROAD	Junction	TLRN	N	
	LB Southwark	TOWER BRIDGE ROAD - QUEEN ELIZABETH STREET	Junction	TLRN	N	
	LB Southwark	A3 KENNINGTON PARK ROAD BY PENTON PLACE	Pelican	TLRN	N	
	LB Lambeth	BRIXTON HILL - BLENHEIM GARDENS - FAIRMOUNT ROAD	Junction	TLRN	N	
	LB Lambeth	BRIXTON HILL - NEW PARK ROAD	Junction	TLRN	N	
	LB Lambeth	A3 CLAPHAM ROAD - STOCKWELL PARK ROAD - LANSDOWNE WAY	Junction	TLRN	N	
	LB Lambeth	ATLANTIC ROAD - COLDHARBOUR	Junction	Borough	N	

		LANE				
	LB Lambeth	A215 NORWOOD ROAD - PALACE ROAD	Junction	Borough	N	
	LB Lambeth	POYNDERS ROAD - CLARENCE AVENUE	Junction	TLRN	N	
	LB Lambeth	STREATHAM HIGH ROAD - GREYHOUND LANE	Junction	TLRN	N	
	LB Lambeth	A205 STREATHAM PLACE - ATKINS ROAD - NEW PARK ROAD	Junction	TLRN	N	
	LB Lambeth	THORNTON ROAD - THORNTON AVENUE - NEW PARK ROAD - EMMANUEL ROAD	Junction	Borough	N	
	LB Lambeth	AMBLESIDE AVENUE - TOOTING BEC RD - GARRADS ROAD - TOOTING BEC GARDENS	Junction	TLRN	N	
	LB Lambeth	HERNE HILL ROAD - COLDHARBOUR LANE	Junction	Borough	N	
	LB Lambeth	STREATHAM HIGH ROAD BY HEYBRIDGE AVENUE	Pelican	TLRN	N	
	LB Lambeth	STREATHAM HIGH ROAD - GREEN LANE	Junction	TLRN	N	
	LB Lambeth	STREATHAM HIGH ROAD - STREATHAM COMMON SOUTH	Junction	TLRN	N	
	LB Lambeth	STOCKWELL ROAD - SIDNEY ROAD - STOCKWELL GREEN	Junction	TLRN	N	
	LB Lambeth	STREATHAM COMMON NORTH - VALLEY ROAD	Junction	Borough	N	
	LB Lambeth	A3200 YORK	Junction	TLRN	N	

		ROAD - A23 ADDINGTON STREET	n			
	LB Lambeth	STATION APPROACH ROAD BY WATERLOO STATION	Pelican	Boroug h	N	
	LB Wandsworth	ALBERT BRIDGE ROAD - PRINCE OF WALES DRIVE	Junctio n	TLRN	N	
	LB Wandsworth	BALHAM STATION ROAD - FERNLEA ROAD - BEDFORD HILL	Junctio n	Boroug h	N	
	LB Wandsworth	MITCHAM LANE - THRALE ROAD - WESTCOTE ROAD	Junctio n	Boroug h	N	
	LB Wandsworth	QUEENSTOWN ROAD - BROUGHTON STREET	Junctio n	Boroug h	N	
	LB Wandsworth	ST JOHNS HILL - PLOUGH ROAD - STRATH TERRACE	Junctio n	Boroug h	N	
	LB Wandsworth	ST JAMES'S DRIVE - UPPER TOOTING PARK - TRINITY ROAD	Junctio n	TLRN	N	
	LB Wandsworth	BATTERSEA CHURCH ROAD - WESTBRIDGE ROAD - VICARAGE CRESCENT	Junctio n	Boroug h	N	
	LB Wandsworth	TOOTING BEC ROAD - ALDRINGTON ROAD	Junctio n	TLRN	N	
	LB Wandsworth	HUGUENOT PLACE BY EAST HILL	Pelican	TLRN	N	
	LB Wandsworth	BALHAM HIGH ROAD BY RAVENSTONE STREET	Pelican	TLRN	N	
	LB Wandsworth	BALHAM HIGH ROAD BY MARIUS ROAD	Pelican	TLRN	N	
	LB Wandsworth	TOOTING BEC ROAD - CHURCH LANE	Junctio n	TLRN	N	

	LB Wandsworth	TOOTING HIGH STREET BY COVERTON ROAD	Pelican	TLRN	N	
	LB Wandsworth	A3 BATERSEA RISE - CLAPHAM COMMON NORTHSIDE - CLAPHAM COMMON WESTSIDE	Junction	TLRN	N	
	LB Hammersmith	STAMFORD BROOK ROAD - EMLYN ROAD - PREBEND GARDENS - BATH ROAD	Junction	Borough	N	
	LB Hammersmith	A219 FULHAM HIGH ST-NEW KINGS RD-PUTNEY BRIDGE APPROACH-CHURCHGATE	Junction	Borough	N	
	LB Hammersmith	A4 TALGARTH ROAD - GLIDDON ROAD	Junction	TLRN	N	
	RB Kensington & Chelsea	HOLLAND PARK AVENUE - CLARENDON ROAD - PORTLAND ROAD	Junction	Borough	N	
	RB Kensington & Chelsea	SLOANE STREET - PONT STREET	Junction	Borough	N	
	RB Kensington & Chelsea	THURLOE PLACE - BROMPTON ROAD	Junction	TLRN	N	
	RB Kensington & Chelsea	WARWICK GARDENS - PEMBROKE ROAD - CROMWELL CRESCENT	Junction	TLRN	N	
	RB Kensington & Chelsea	BROMPTON ROAD BY BROMPTON SQUARE	Pelican	TLRN	N	
	RB Kensington & Chelsea	BROMPTON ROAD BY KNIGHTSBRIDGE GREEN	Pelican	TLRN	N	
	RB Kensington & Chelsea	A40 NOTTING HILL GATE - CAMPDEN HILL	Junction	Borough	N	

		ROAD				
	RB Kensington & Chelsea	EARLS COURT ROAD - BRAMHAM GARDENS - EARLS COURT SQUARE	Junction	TLRN	N	
	RB Kensington & Chelsea	EARLS COURT ROAD - STRATFORD ROAD - PEMBROKE ROAD	Junction	TLRN	N	
	RB Kensington & Chelsea	A315 KENSINGTON HIGH STREET - ARGYLL ROAD	Junction	Borough	N	
	LB Waltham Forest	HIGH ROAD LEYTON BY WILLIAM STREET	Pelican	Borough	N	
	LB Redbridge	EASTERN AVENUE - BEEHIVE LANE	Junction	TLRN	N	
	LB Redbridge	A1009 BROADMEAD ROAD - CHARTERIS ROAD	Junction	Borough	N	
	LB Redbridge	A110 HIGH ROAD WOODFORD GREEN - A104 WHITEHALL ROAD	Junction	Borough	N	
	LB Redbridge	A118 HIGH ROAD ILFORD - CONNAUGHT ROAD - RECYCLING CENTRE	Junction	Borough	N	
	LB Havering	ABBS CROSS LANE - HIGH STREET HORNCHURCH - HORNCHURCH ROAD	Junction	Borough	N	
	LB Havering	A125 ROM VALLEY WAY - A124 RUSH GREEN ROAD (RONEO CORNER)	Junction	Borough	N	
	LB Havering	OLDCHURCH ROAD - THURLOE GARDENS - SOUTH STREET	Junction	Borough	N	
	LB Barking	LONDON ROAD - NORTH STREET	Junction	Borough	N	

	LB Barking	RAINHAM ROAD NORTH BY WOOD LANE	Pelican	Borough	N	
	LB Barking	ST PAULS ROAD BY ROUNDABOUT	Pelican	Borough	N	
	LB Newham	VICTORIA DOCK ROAD - FREEMASONS ROAD	Junction	Borough	N	
	LB Newham	SILVERTOWN WAY - BUS STATION	Junction	Borough	N	
	LB Bexley	A21 BROMLEY COMMON - B265 HAYES LANE - A21 MASONS HILL - B265 HOMESDALE ROAD	Junction	TLRN	N	
	LB Bromley	A222 BROMLEY RD-BECKENHAM LA- RAVENSBOURNE AVE-STATION RD- SHORTLANDS RD	Junction	Borough	N	
	LB Bromley	WIDMORE ROAD - EAST STREET - HIGH STREET - MARKET SQUARE	Junction	Borough	N	
	LB Bromley	A222 WIDMORE ROAD - PLAISTOW LANE	Junction	Borough	N	
	LB Bromley	WIDMORE ROAD - TWEEDY ROAD - KENTISH WAY	Junction	TLRN	N	
	LB Bromley	KENTISH WAY - MASONS HILL	Junction	TLRN	N	
	LB Croydon	PURLEY WAY - EPSOM ROAD	Junction	TLRN	N	
	LB Croydon	BRIGHTON ROAD - BARTLETT STREET - NOTTINGHAM ROAD	Junction	Borough	N	
	LB Croydon	ST JAMES ROAD - SYDENHAM ROAD	Junction	Borough	N	
	LB Croydon	WHITEHORSE ROAD BY ST JAMES ROAD BY SPURGEONS BRIDGE	Pelican	Borough	N	

	LB Croydon	PURLEY WAY - FOXLEY LANE - PAMPISFORD ROAD	Junctio n	TLRN	N	
	LB Croydon	A23 PURLEY WAY - EDGEHILL ROAD - HIGHFIELD ROAD	Junctio n	TLRN	N	
	LB Sutton	MANOR ROAD - CROYDON ROAD - ACRE LANE - MANOR ROAD NORTH	Junctio n	TLRN	N	
	LB Sutton	A24 - LONDON ROAD - SAINSBURY'S SUPERSTORE	Junctio n	TLRN	N	
	LB Sutton	B2230 ST NICHOLAS WAY - GREENFORD ROAD	Junctio n	Boroug h	N	
	LB Sutton	A24 LONDON ROAD - SPARROW FARM ROAD	Junctio n	TLRN	N	
	LB Merton	HIGH STREET MERTON - HAYDONS ROAD	Junctio n	Boroug h	N	
	LB Merton	LONDON ROAD - ST MARKS ROAD - HOLBORN WAY	Junctio n	Boroug h	N	
	LB Merton	LONDON ROAD - CENTRAL ROAD	Junctio n	TLRN	N	
	LB Merton	WIMBLEDON BROADWAY - QUEENS ROAD	Junctio n	Boroug h	N	
	RB Kingston	KINGSDOWNE ROAD - LANGLEY ROAD	Junctio n	Boroug h	N	
	LB Richmond	KEW ROAD - MORTLAKE ROAD	Junctio n	TLRN	N	
	LB Richmond	MANOR ROAD - KINGSTON ROAD - FERRY ROAD	Junctio n	Boroug h	N	
	LB Richmond	A205 UPPER RICHMOND ROAD - VINE ROAD - PRIORY LANE	Junctio n	TLRN	N	
	LB Hounslow	A315 CHISWICK HIGH RD-B491 TURNHAM GREEN TERRACE-	Junctio n	Boroug h	N	

		ANNANDALE RD				
	LB Hillingdon	A4020 UXBRIDGE ROAD - SPRINGFIELD ROAD - BROOKSIDE ROAD	Junctio n	Boroug h	N	
	LB Hillingdon	WEST END ROAD BY HERLWYN AVENUE	Pelican	Boroug h	N	
	LB Hillingdon	**H/S** UXBRIDGE ROAD - HARLINGTON ROAD	Junctio n	Boroug h	N	
	LB Ealing	HIGH STREET ACTON - MARKET PLACE - CHURCH ROAD	Junctio n	Boroug h	N	
	LB Ealing	BROADWAY - ECCLESTON ROAD	Junctio n	Boroug h	N	
	LB Ealing	UXBRIDGE ROAD - BOSTON ROAD - BROADWAY - CHERINGTON ROAD	Junctio n	Boroug h	N	
	LB Ealing	UXBRIDGE ROAD - THE BROADWAY - LADY MARGARET ROAD - SOUTH ROAD	Junctio n	Boroug h	N	
	LB Ealing	SOUTH ROAD - BEACONSFIELD ROAD - PARK AVENUE	Junctio n	Boroug h	N	
	LB Ealing	UXBRIDGE ROAD - LOWER BOSTON ROAD	Junctio n	Boroug h	N	
	LB Ealing	HIGH STREET ACTON - WINCHESTER STREET	Junctio n	Boroug h	N	
	LB Ealing	GUNNERSBURY AVENUE - LEOPOLD ROAD	Junctio n	TLRN	N	
	LB Ealing	A4127 GREENFORD ROAD - HORSENDEN LANE NORTH	Junctio n	Boroug h	N	

	LB Ealing	VICTORIA ROAD - ATLAS ROAD - OLD OAK LANE - OLD OAK COMMON LANE	Junctio n	Boroug h	N	
	LB Brent	HIGH ROAD WEMBLEY - EALING ROAD - LANCELOT ROAD	Junctio n	Boroug h	N	
	LB Brent	B451 HARVIST ROAD - CHAMBERLAYNE ROAD - B451 MORTIMER ROAD	Junctio n	Boroug h	N	
	LB Brent	A404 HIGH STREET HARLESDEN - FURNESS ROAD	Junctio n	Boroug h	N	
	LB Brent	A404 HILLSIDE BY WESLEY ROAD	Junctio n	Boroug h	N	
	LB Brent	FORTY LANE BY TUDOR GARDENS EASTBOUND	Pelican	Boroug h	N	
	LB Brent	A406 NORTH CIRCULAR ROAD - PARK ROYAL LINK ROAD	Junctio n	TLRN	N	
	LB Harrow	COLLEGE ROAD - KIMBERLEY ROAD	Junctio n	Boroug h	N	
	LB Harrow	GREENHILL WAY - HEADSTONE ROAD	Junctio n	Boroug h	N	
	LB Barnet	LYTTELTON ROAD - HILL RISE - NORTHWAY - THE MARKET PLACE	Junctio n	TLRN	N	
	LB Barnet	HIGH ROAD FINCHLEY BY BALLARDS LANE NORTHBOUND	Pelican	Boroug h	N	
	LB Barnet	GREAT NORTH ROAD BY LYONSDOWN ROAD SOUTHBOUND	Pelican	Boroug h	N	
	LB Barnet	A41 WATFORD WAY - THE BROADWAY - MILL HILL CIRCUS	Junctio n	TLRN	N	

	LB Barnet	A5 EDGWARE ROAD - HYDE ESTATE ROAD - SAINSBURYS ACCESS	Junction	Borough	N	
	LB Haringey	LORDSHIP LANE - ROUNDWAY - DOWNHILLS WAY	Junction	Borough	N	
	LB Haringey	A1010 HIGH ROAD TOTTENHAM - A10 BRUCE GROVE	Junction	TLRN	N	
	LB Haringey	GREEN LANES - ST ANNS ROAD	Junction	Borough	N	
	LB Haringey	TURNPIKE LANE - ALEXANDRA ROAD	Junction	Borough	N	
	LB Haringey	A105 GREEN LANES - A504 TURNPIKE LANE BUS STATION EXIT	Junction	Borough	N	
	LB Haringey	A503 FERRY LANE - A1055 THE HALE - A503 BROAD LANE	Junction	TLRN	N	
	LB Haringey	ARCHWAY ROAD BY LANGDON PARK ROAD BY WINCHESTER ROAD	Pelican	TLRN	N	
	LB Haringey	BOUNDS GREEN ROAD - PARK AVENUE	Junction	Borough	N	
	LB Haringey	FERRY LANE - HALE ROAD	Junction	Borough	N	
	LB Haringey	NORTH/SOUTH ROUTE - HALE ROAD - WATERMEAD WAY	Junction	Borough	N	
	LB Haringey	HIGH ROAD WOODGREEN BY BULLER ROAD	Pelican	Borough	N	
	LB Haringey	BOUNDS GREEN ROAD BY PASSMORE GARDENS BY WARWICK ROAD	Pelican	Borough	N	
	LB Enfield	GREAT CAMBRIDGE	Junction	TLRN	N	

		ROAD - CHURCH STREET				
	LB Enfield	A1004 ALDERMANS HILL - A105 GREEN LANES	Junction	Borough	N	
	LB Enfield	A406 STERLING WAY EASTBOUND OFF SLIP - SILVER STREET	Junction	TLRN	N	
	LB Enfield	A10 GREAT CAMBRIDGE ROAD - BULLSMOOR LANE	Junction	TLRN	N	
	LB Enfield	A1055 BULLSMOOR LANE - A1010 HERTFORD RD - A1055 MOLLISON AVE	Junction	Borough	N	
	LB Enfield	MOLLISON AVENUE - GREEN STREET	Junction	Borough	N	
	LB Enfield	A10 GREAT CAMBRIDGE ROAD - DEARSLEY ROAD	Junction	TLRN	N	

2010 – 2011 Sites Removed (TLRN & BORO - Locations & Sets)		
BORO LOCATION REMOVAL	BOROUGH	COMMENTARY
CANNON STREET BY FRIDAY STREET	CITY OF LONDON	Removal of Pelican
A4 HAYMARKET/JERMYN STREET/SHAVERS PLACE	WESTMINSTER CITY COUNCIL	Removal of a junction
A4 PALL MALL BY A4 ST JAMES SQUARE BY WESTERN ARM	WESTMINSTER CITY COUNCIL	Removal of Pelican
EXHIBITION ROAD/PRINCE CONSORT ROAD/PRINCES GARDENS	WESTMINSTER CITY COUNCIL	Removal of a junction
EASTBOURNE TERRACE BY PADDINGTON STATION	WESTMINSTER CITY COUNCIL	Removal due to Crossrail works
CHARING CROSS ROAD/ANDREW BORDE ST/SUTTON ROW	LB CAMDEN	Removal of a Junction
B510 FORTUNE GREEN ROAD/WEST END LANE/MILL LANE	LB CAMDEN	Removal of a junction
B119 ROMAN ROAD BY VICTORIA PARK SQUARE	LB TOWER HAMLETS	Removal of a Pelican
A219 SHEPHERDS BUSH ROAD BY NETHERWOOD ROAD	LB HAMMERSMITH & FULHAM	Removal of a Pelican
EXHIBITION ROAD BY PRINCES GATE MEWS N/BOUND	RB KENSINGTON & CHELSEA	Removal of a Dual Pelican
WELLING HIGH ST BY EMBASSY COURT	LB BEXLEY	Removal of a Pelican crossing
B282 WEST BARNES LANE/BURLINGTON RD	LB MERTON	Removal of a Junction
HESTON ROAD BY CHURCH ROAD N/BOUND	LB HOUNSLOW	Removal of a Pelican
RUISLIP ROAD EAST/ARGYLE ROAD	LB EALING	Removal of a junction
A4000 GUNNERSBURY LANE/BOLLO LANE/ACTON TOWN STATION	LB EALING	Removal of a junction
WESTERN ROAD.MONTAGUE WAY/FEATHERSTONE ROAD	LB EALING	Removal of a junction

YTD TOTAL : 16 BORO LOCATION REMOVAL		
BORO SET REMOVAL	BOROUGH	COMMENTARY
CHEAPSIDE/NEWGATE STREET/NEW CHANGE	CITY OF LONDON	Removal of a stream of 00/033
CHEAPSIDE/NEWGATE STREET/NEW CHANGE	CITY OF LONDON	Removal of a stream of 00/033
EXHIBITION ROAD/PRINCE CONSORT ROAD/PRINCES GARDENS	WESTMINSTER CITY COUNCIL	Removal of a stream of 01/262
LAVENDER HILL BY FALCON LANE W/BOUND	LB WANDSWORTH	Removal of stream of 10/140
KINGS ROAD/OAKLEY ROAD	RB KENSINGTON & CHELSEA	Removal of stream of 12/050
MITCHAM ROAD BY OCKLEY ROAD S/E BOUND	LB CROYDON	Removal of stream of 20/211
YTD TOTAL : 6 BORO SET REMOVAL		
TLRN LOCATION REMOVAL	BOROUGH	COMMENTARY
A40 EASTERN OFF SLIP BY A3220 WESTCROSS ROAD	RB KENSINGTON & CHELSEA	Removal of a pelican
A23 BRIGHTON ROAD by SOUTHERN R/ABOUT	LB CROYDON	Removal of a Pelican
NORTH CIRCULAR ROAD - FLEETWAY BUSINESS CENTRE(FORMERLY BRENTWATER ESTATE) E/BND	LB BRENT	Removal of a junction
BARNET WAY/STIRLING CORNER	LB BARNET	Removal of a junction
NORTH CIRCULAR ROAD/ ARGON WAY	LB ENFIELD	Removal of a junction
YTD TOTAL : 5 TLRN LOCATION REMOVAL		
TLRN SET REMOVAL	BOROUGH	COMMENTARY
MITCHAM ROAD BY OCKLEY ROAD S/E BOUND	LB CROYDON	Removal of a Pelican of stream 20/211
YTD TOTAL : 1		

2011 – 2012 Sites Removed (TLRN & BORO – Locations & Sets)		
TLRN LOCATION & SET REMOVAL	BOROUGH	COMMENTARY
SHIRLEY ROAD/ADDISCOMBE ROAD	LB Croydon	x1 set (removed during P4)
BLACKFRIARS RD BY VALENTINE PLACE	LB Southwark	(+1 08/185 at same location)
A202 BRESSENDEN PLACE BY ALLINGTON STREET	Westminster City Council	
A13 EAST INDIA DOCK ROAD W/BOUND/BRUNSWICK ROAD	LB Tower Hamlets	
A23 BRIGHTON RD north of MARLPIT LANE R/ABOUT	LB Croydon	
TLRN LOCATION REMOVAL TOTAL : 5 SETS: 8		Set removed 05/249 Byward St by Tower Hill by Trinity Sq
BORO LOCATION & SET REMOVAL	BOROUGH	COMMENTARY
PALL MALL BY ST JAMES' SQUARE BY WESTERN ARM	Westminster City Council	
A40 OXFORD STREET/B506 GREAT PORTLAND ST	Westminster City Council	
A4200 RUSSELL SQUARE BY THORNHAUGH ST	LB Camden	(+1 02/260 set at same location)
SOUTHWARK PARK RD BY ALMA GROVE	LB Southwark	(+1 08/116 set at same location - replaced as shown below in new installs)
HIGH STREET BY WOBURN AVE	LB Croydon	
GREENFORD AVE/RUISLIP ROAD EAST	LB Ealing	Currently bagged up in experimental mode
A5200 YORK WAY/WHARF ROAD	LB Camden	
PLENDER STREET/BAYHAM STREET	LB Camden	
HIGH STREET/CHURCH ROAD	LB Bexley	

HAVERSOCK HILL BY BELSIXE AVE	LB Camden	Pelican removed to be replaced by zebra crossing
QUEEN VICTORIA ST BY BLACKFRIARS LANE	City of London	(+ 1 SET 00/129) during P11
CHARLOTTE STREET/FITZROY STREET/HOWLAND STREET	LB Camden	
MAPLE STREET/FITZROY STREET	LB Camden	Removed during P12
BORO LOCATION & SET REMOVAL: 13 19 SETS:		01/668 and 01/669 Lower Regent St/Piccadilly sets off 01/052 and 01/053 were removed during P7 = x2 17/103 A124 Barking Rd/Oak Crescent set off 17/060 removed during P12 = x1
2012 – 2013 Sites Removed (TLRN & BORO – Locations & Sets)		
BORO & TLRN LOCATION & SET REMOVAL	BOROUGH	COMMENTARY
VICTORIA STREET/WILTON ROAD/ALLINGTON STREET	Westminster City Council	Removal of pedestrian X.
DUKE ST/JERMYN STREET	Westminster City Council	Removal of junction.
MARYLEBONE ROAD/GLOUCESTER PLACE N/BOUND	Westminster City Council	Removal of pedestrian X.
MARBLE ARCH GYRATORY/PARK	Westminster City Council	Removal of pedestrian X.

LANE/CUMERLAND GATE		
A4200 KINGSWAY/GREAT QUEEN STREET/REMNANT STREET	LB Camden	Removal of pedestrian X.
WESTGATE STREET/LANSLOWNE DRIVE/BROADWAY MARKET/	LB Hackney	Removal of junction.
A12 EAST CROSS ROUTE SLIP ROAD/TREDEGAR RIAD/WICK LANE	LB Tower Hamlets	Removal of pedestrian X.
LEAMOUTH ROAD/LEAMOUTH R/ABOUT	LB Tower Hamlets	Removal of junction,
THE HIGHWAY/DOCK STREET/EAST SMITHFIELD/VAUGHAN WAY	LB Tower Hamlets	Removal of pedestrian X.
A205 GRAND DEPOT ROAD BY WOOLWICH NEW ROAD	LB Greenwich	Removal of pelican.
A11 GREAT WESTERN ROAD/A112 ANGEL LANE N/BOUND PEDS	LB Newham	Removal of pedestrian X.
BROADWAY BY BANKS LANE	LB Bexley	Removal of pelican.
WHITECHAPEL ROAD BY DAVENANT STREET	LB Greenwich	Removal of Dual Pelican.
FULHAM PALACE ROAD BY ROSEDEW ROAD	LB Hammersmith& Fulham	Removal of Pelican.
ELGIN CRESCENT/KENSINGTON PARK ROAD	RB Kensington & Chelsea	Removal of junction.
ALBION ROAD BY BROADWAY S/BOUND & N/BOUND	LB Bexley	Removal of Dual Puffin.
ARNSBERG WAY/GRAHAM ROAD	LB Bexley	Removal of junction.
STAINES ROAD BY CROMWELL ROAD	LB Hounslow	Removal of Dual Pelican.
RUISLIP ROAD EAST/GREENFORD AVENUE	LB Ealing	Removal of junction.
		P2: (x1 09/166) Streatham Common North/Valley Rd set off 09/165 removed = x1
		P6: (x1 05/405) The Highway/Dock St/East Smithfield/Vaughn Street set off 05/066 removed = x 1
TLRN LOCATION REMOVAL TOTAL : 19 SETS: 23		P6: (x1 06/327 A205 Grand Depot by New Woolwich Rd set off 06/012 removed = x1

		P6: (x1 17/269) A11 Great Eastern Rd/A112 Angel Lane set off 17/049 removed = x1
2013 – 2014 Sites Removed (TLRN & BORO – Locations & Sets)		
TLRN LOCATION & SET REMOVAL	BOROUGH	COMMENTARY
TLRN LOCATION REMOVAL TOTAL : 0 SETS: 0		
BORO LOCATION & SET REMOVAL	BOROUGH	COMMENTARY
RUISLIP ROAD EAST/ GREENFORD AVENUE	LB Ealing	Removal of junction @ P1
ROYAL COLLEGE STREET/GEORGIANA STREET	LB Camden	Removal of junction @ P3
ARNSBERG WAY/MAYPLACE ROAD WEST	LB Bexley	Removal of junction @ P3
ARNSBERG WAY/WOOLWICH ROAD/FRISWELL PLACE	LB Bexley	Removal of junction @ P3
ARNSBERG WAY/ GRAHAM ROAD	LB Bexley	Removal of junction @ P3
TOLWORTH BROADWAY BY TOLWORTH CLOSE	RB Kingston	Removal of Dual Puffin @ P4
MILLBANK BY GREAT COLLEGE STREET N/BOUND & S/BOUND	Westminster City Council	Removal of Pelican crossing @ P6
REGENT STREET/BEAK STREET	Westminster City Council	Removal of junction @ P6
ACTON HIGH STREET BY GROVE ROAD BY ACTON LANE	LB Ealing	Removal of pelican crossing @ P8
VICTORIA ROAD/ATLAS ROAD.OLD OAK LANE/OLD OAK COMMON LANE	LB Ealing	Removal of junction @ P9
BORO LOCATION REMOVAL TOTAL: 10 SETS: 11		

2012 Business Plan Funding for Road Safety vs Baseline Funding

Opex/Capex	Workstream	Baseline Funding	2012 Business Plan
Opex	Safety Camera Maintenance and Enforcement	53	53
	Education & Training	22	49
	Marketing and Research Campaigns	10	36
	Innovation/Evaluation	6	18
	Road Safety Engineering works on TLRN	3	9
	Enforcement Policing		5
Opex Total		94	171
Capex	Road Safety Engineering works on TLRN	12	38
	Safety Camera Infrastructure		42
Capex Total		12	80
Grand Total		106	250

The £250m allocation for road safety in TfL's Business Plan is only part of the investment into improving the environment and safety for pedestrians.

Funding from a range of budgets is invested into schemes that also benefit pedestrians.

For example the £100m dedicated to the Better Junctions programme over the course of the Business Plan will deliver major improvements at key junctions across London that will improve safety for pedestrians.

Our funding for education and training for HGV drivers also has a significant benefit for pedestrians by raising awareness among drivers of the hazards faced by vulnerable road users.

Pedestrian safety also benefits significantly from the £90m investment in Safety Cameras and Road Safety Engineering works on the TLRN across London. This included red light cameras at many crossings and a wider safety camera network on borough road and the TRLN.

A lower level apportionment of the road safety budget to activity solely focusing on improving safety for pedestrians is not possible because these interventions prevent deaths and injury across all road users, not solely pedestrians

Appendix E: List of 26 boroughs that have either delivered, or are in the process of delivering, schemes that embrace the core principles of key walking routes

1. Barking & Dagenham
2. Barnet
3. Bexley
4. Brent
5. Bromley
6. Camden
7. City of London
8. City of Westminster
9. Croydon
10. Enfield
11. Hackney
12. Hammersmith & Fulham
13. Havering
14. Hounslow
15. Islington
16. Kingston
17. Lambeth
18. Lewisham
19. Merton
20. Newham
21. Redbridge
22. Richmond
23. Royal Borough of Kensington & Chelsea
24. Southwark
25. Sutton
26. Waltham Forest



Valerie Shawcross CBE AM
Chair of the Transport Committee
London Assembly
City Hall
The Queen's Walk
London, SE1 2AA

10 March 2014

Leon Daniels
Managing Director
Surface Transport

Transport for London
11th Floor, Zone R4
Palestra
197 Blackfriars Road
London SE1 8NJ

leondaniels@tfl.gov.uk

Dear 

London Assembly Transport Committee meeting on 9 January 2014

Thank you for the recent letter dated 13 January 2014, following the Transport Committee's recent scrutiny of pedestrian safety. We are glad the Committee found January's meeting interesting and beneficial, and we are pleased to provide the additional information requested by several of the Members.

1.1 A list of the 26 TLRN sites where studies are underway to identify appropriate pedestrian safety interventions.

We are finalising the list of 26 sites prioritised for road safety studies and we will share this with you as soon as we can. Please note that the 26 sites are not exclusively concerned with pedestrian safety, and we may look at improvements for any of (or several of) the vulnerable road user groups depending on the risks identified at each site.

1.2 Confirmation of whether or not before and after safety audits are undertaken at sites where pedestrian guardrail (PGR) is removed.

We can confirm that both pre and post-removal audits are conducted for all locations at which PGR is removed.

1.3 Confirmation of whether or not telephone kiosks are included in guidance on the removal of street clutter from the TLRN.

We can confirm that telephone kiosks are included in guidance on the removal of street clutter from the Transport for London Road Network (TLRN), and we do consider removing or relocating kiosks as part of our scheme designs. However, in practice, removal and relocation are quite rare.

1.4 Confirmation of whether or not there has been before and after analysis of:

- a) pedestrian compliance with signals; and**
- b) collision rates**

at the 568 sites where pedestrian green man time has been reduced since 2010, and if this has been undertaken, what the impact has been.

We are pleased to confirm that long-term trends show pedestrian casualty rates have been consistently falling across London. 2012 was an exception, but provisional figures for 2013 show substantial improvement and the continuation of this long-term trend.

In 2010, we updated our traffic signal design standards to align with the Department for Transport's (DfT) latest national guidance. This guidance is accepted as the national standard and provides minimum safe design parameters for traffic signal timings. As a result, all "far-side indicated" crossings in London now have a minimum six second green man invitation-to-cross period, providing sufficient time for pedestrians to step off the kerb and start their crossing, followed by a blackout period designed to enable pedestrians walking at a speed of 1.2m/s to safely complete their crossing once the green man has gone out. It is important to point out that pedestrians have both the green man time and the blackout period to safely cross the road, which means that, in practice, the combined green man and blackout elements actually allow pedestrians more time than the 1.2m/s prescribed by the DfT. There is also an additional safety critical period of at least three seconds built into each signal cycle after the red man has illuminated, and before the traffic signal goes green which provides further time for pedestrians to complete their crossing of the road.

Beyond this it should be noted that the Highway Code clearly states that road users must give way to anyone still crossing after the signal for vehicles has changed to green. We have also taken the decision to no longer introduce near-sided signals, for which the DfT prescribes a minimum four second green man invitation to cross period, on the TLRN, and we are encouraging the Boroughs to do likewise on their road networks.

While these are the confines of the system within which TfL must work, as required by legislation, we do recognise that there is some confusion about crossing timings and the various parts of the pedestrian phase mentioned above. That is why the forthcoming Pedestrian Safety Action Plan will outline a number of measures to address this area, including the use of new and pioneering technology that we are lobbying the DfT to allow us to introduce.

One successful example of this is the Pedestrian Countdown at Traffic Signal (PCaTS) technology that we are already implementing across London to address this uncertainty around crossings. PCaTS is being

installed at a number of locations in order to let pedestrians know how long they have left to cross the road once the green pedestrian signal has gone out. This countdown information allows pedestrians to make more informed crossing decisions. By the end of March 2014, PCaTS will have been installed at 200 sites, incorporating around 550 pedestrian crossings.

While we do not routinely carry out any before and after analysis of pedestrian compliance with traffic signals at locations where the pedestrian green man time has been reduced, we do however undertake before and after monitoring of the number of collisions that occur at locations where schemes have been installed on both the TLRN and borough roads through the Traffic Accident Diary System (TADS). This includes monitoring the number of collisions at all PCaTS sites across London. We have commissioned research through the Transport Research Laboratory of PCaTS sites to look at pedestrian attitudes at different types of crossing in London. This research, which was conducted in 2011, concluded that PCaTS is a popular measure amongst London's pedestrians as it helps overcome pedestrian misunderstandings about the blackout period, and so improves the pedestrian experience at junctions.

We undertake regular monitoring of collisions and casualties across London through our ACCSTATS database, which will identify locations where any casualties and collisions occur. If these coincide with locations where the junction or crossing had been changed, this would be identified through follow-up analysis.

It is important to note that changes in signal timings are one amongst many factors that could be related to changes in casualty and collision figures. TfL is happy to investigate individual crossing facilities where people have concerns about crossing times or any other aspect of the crossing facility.

1.5 Confirmation of when the external review of TfL's Road Safety audit procedures (as set out in the Road Safety Action Plan) will take place and whether the findings will be made public.

While our current Road Safety audit procedures fully comply with DfT national standards, and are very well regarded nationally, we are in the process of developing proposals for an external review of our auditing procedures to establish whether further improvements can be made. We expect this work to be commissioned in spring 2014, and the recommendations from the review may result in changes to our audit procedures, a copy of which can be found on our website at the following location:

<http://www.tfl.gov.uk/corporate/projectsandschemes/23293.aspx>

1.6 Details of any evaluation of the overall impact of Operation Safeway, and confirmation of how TfL will use this evaluation to inform its future work of pedestrian safety.

The combined strengths of the TfL-funded Metropolitan Police Service (MPS), Safer Transport Command, MPS Traffic Operational Command Unit and City of London Police (CoLP), over 2,500 officers, have been mobilised for Operation Safeway which aims to reduce the risk to cyclists and other vulnerable road users by enforcing the rules of the roads. In addition to enforcement, officers have been engaging with all road user groups, cyclists, motorists and pedestrians, on how they could improve their safety on London's roads.

Working with the MPS, we have assessed the initial findings from Operation Safeway, both in terms of the results and the process evaluation, so that together we can embed Operation Safeway into day to day activities of TfL funded officers. The MPS and CoLP will be running Safeway operations throughout 2014 and we are working with them on building an outcome evaluation for the next phase which will assess high visibility traffic enforcement on road-user behaviour, compliance with the rules of the road, collisions, congestion and crime.

For the initial phase of Operation Safeway our evaluation approach was to assess the acceptability of this operation to the officers involved. This means that we surveyed the officers to assess the impact of the training and briefings received, and to gather details on their attitude and approach to the operation. This type of evaluation is vital in understanding the components of a successful operation and in ensuring that good results are replicable, and the difference in results between areas can be understood.

Initial results show that a total of 13,792 Fixed Penalty Notices (FPNs) and 502 process notices were issued between 25 November and 9 January, including 4,197 FPNs and 20 summons issued to cyclists and 9,595 FPNs and 482 summons issued to motorists. Officers made 224 arrests for a range of offences, including seven for driving while disqualified and 13 where the offenders were wanted by the police for another offence.

The most common offences committed by cyclists were having no lights (1,616 FPNs/summons), failing to stop at red traffic signals (1,232 FPNs/summons) and cycling on the footway (1,051 FPNs/summons).

The most common offences committed by motorists were mobile phone use (2,553 FPNs/summons) and seat belt non compliance (2,446 FPNs/summons). In total, 237 FPNs/summons were issued to motorists for Advanced Stop Line related offences and 860 for failing to stop at red traffic signals.

There was a significant reduction in observed, and penalised, non-compliance at Safeway junctions over the course of the operation, which amounted to an 85 per cent reduction between week one and week seven.

Pedestrian safety formed a key element of the operation. Officers engaged with over 50,000 pedestrians which included issuing advice on their behaviour which could put them in danger. Pedestrian safety will continue to be a key part of Operation Safeway activities going forward.

1.7 Details of which boroughs have expressed opposition to the introduction of pedestrian countdown (PCaTS) and their reason for doing so.

Formal opposition to PCaTS has not been received from any of the London boroughs. However, the boroughs below have objected to PCaTS at specific sites for the reasons provided below:

City of London	00/000125	Queen Victoria Street / Bread Street / Friday Street	Low foot fall – alternative suggested
Hillingdon	26/000130	Rickmansworth Rd / Ducks Hill Rd	Low foot fall – alternative suggested
Barnet	30/000011	Finchley Rd / West Heath Ave / Dunstan Rd	Low foot fall – alternative suggested
Southwark	08/000012	A215 Denmark Hill - A2217 Coldharbour Lane - B239 Daneville Road - Milkwell Yard	Major town centre redevelopment planned
Southwark	08/000212	A2 Old Kent Road - Mawbey Road - Glengall Road	Low foot fall
Hounslow	25/000211	The Causeway – Green Man Lane – Heron Way	Low foot fall

1.8 Information on the follow-up to the Mayor's Roads Task Force.

In response to the recommendations of the Mayor's Roads Task Force, which last July unveiled a bold new vision to radically improve London's roads, streets and public spaces, a total of 50 projects are now underway, in a £4 billion programme as part of the largest investment in the capital's road and street network in a generation.

This was announced on the 3 March at an event with key stakeholders, including borough representatives, cycling and walking groups, the freight industry and utilities. Alongside the transformation of 33 of London's biggest road junctions announced last month as part of the Mayor's cycling programme, there will also be more than £200m of additional far-reaching improvements at 17 major locations across the capital, including at;

Croydon Fiveways; Balham High Road; Brent Cross; Charlie Brown's Roundabout; Euston Road; Lombard Roundabout; London Road Roundabout; Malden Rushett; Mill Hill Circus; Purley Cross Gyratory; Barking Riverside; Seven Sisters Road; Stoke Newington Gyratory; Thornton Heath Ponds; Trinity Road; Tulse Hill Gyratory and Victoria Circus.

One of the other key schemes to benefit is one of London's biggest regeneration projects - the redevelopment of the northern roundabout at Elephant and Castle. The radical plans, which will support 5,000 new homes and 4,000 jobs, will vastly improve the facilities for road users and local residents. Dedicated cycling facilities will also be created, with work beginning early next year. The IMAX roundabout at Waterloo will also be redeveloped, creating better interchange facilities at Waterloo station as well as improved facilities for cyclists.

The investment map can be viewed on our website at the following location:

<http://www.beta.tfl.gov.uk/cdn/static/cms/documents/roads-task-force-map.pdf>

A progress report on the work of the Roads Task Force can be viewed on our website at the following location:

<http://www.tfl.gov.uk/assets/downloads/corporate/roads-task-force-progress-report.pdf>

I hope that the Committee Members find this information useful. Please do not hesitate to contact me again if you have any further enquiries.

Yours sincerely,



Leon Daniels
Managing Director – Surface Transport

Cc: Lucy Brant, Assistant Scrutiny Manager, GLA
Cc: Iain Blackmore, Head of Traffic Infrastructure, TfL
Cc: Lilli Matson, Head of Delivery Planning, TfL

Ms Valerie Shawcross AM
Chair of Transport Committee
London Assembly
The Queens Walk
London
SE1 2AA

**TPHQ ACPO and Support
Command
TPHQ - ACPO and Support
Command**

New Scotland Yard
10 Broadway
London
SW1H 0BG

Telephone: 0207 230 3718

Facsimile:

Email:

Alison.Newcomb@met.police.uk

www.met.police.uk

Your ref:

Our ref: ACTP/2014/53

Metric 2014020002059

3 March 2014

Dear Ms. Shawcross AM,

Many thanks for your letter dated 17th February 2014. Please find responses to the questions you raise below:

Prioritisation of locations where enforcement takes place:

Locations for enforcement Operations such as Operation Safeway are selected through analysis of validated personal injury collisions data, extracted using a bespoke collision mapping software. The validation process of the data involves collaboration between the MPS, TfL and the Department for Transport. High priority locations are selected by analysing the numbers of collisions at a particular junction/location over a specified period of time, often over a single calendar year but more commonly over a three year period to allow for fluctuations in the data which is the nature of collisions in general.

Enforcement of speed limits:

The MPS supports all road safety measures that influence drivers into slower speeds, especially in predominantly residential areas thus improving driver standards and the safer road environment for all road users.

The MPS has limited capacity and resilience for enforcement. The introduction of 20mph speed limits and zones should be self enforcing, that is to say, there should be engineering measures in place to physically ensure driver compliance. The roads authority will be responsible for ensuring that schemes meet those aims.

Speed cameras - numerous studies show that the use of speed cameras do cause a slowing of vehicles in the vicinity of visible safety camera sites, especially on the approach. There is some evidence of an increased risk of "rear end shunt type" collisions. This collision risk increased exponentially after a period of time as drivers become more aware of such locations on a regularly used route. At this time, studies on "average speed cameras" covering a wider geographical area are not available due to the relative newness of such schemes in urban areas.

It has also been found that engineering schemes incorporating vertical deflections (such as speed humps or speed cushions) offer the largest benefits in speed reduction and collision risk reduction.

The increase in the number of digital camera sites over the next few years will mean that significantly more offences will be detected. While it is inevitable that the numbers will outweigh the capacity of the courts to follow up on all cases, it will be desirable to increase court capacity as much as possible and to ensure that offences are being detected and prosecuted in accordance with a strategy which:

- Reflects the Red/Amber/Green (RAG) status of the sites used (the RAG status will be determined by the history of killed or seriously injury collisions at each site).
- Maintains an even background geographical enforcement pattern.
- Takes into account community concern.
- Incorporates an offence selection system which is fair and can withstand scrutiny.

Any strategy to deliver enforcement will be dependent upon accurate and timely RAG status reports for all safety camera sites delivered to the MPS by TfL.

The expected growth in the number of digital speed cameras will mean that future deployments will need to be intelligence based to provide enforcement at a time and level commensurate with the likely collision risk at individual sites. The strategy will also need to deliver the desired number of offences within our operational case and available court space.

The MPS fully supports the use of speed cameras.

However, traditional speed enforcement is of high value and should not be disregarded as the personal interaction between officer and driver can lead to the discovery of further offences; e.g. drink/drug driving, disqualified driving, offenders wanted on warrants, no insurance, vehicle defects etc.

The IT system used at Marlowe House, Traffic Criminal Justice, cannot provide the data requested about the number of buses operated by TfL that have been reported for speeding. It cannot differentiate down to vehicle type (e.g. bus) and cannot say whether a vehicle is privately or corporately owned.

Operation Safeway:

Phase one of Operation Safeway (22/11/2013 - 17/01/2014) used bespoke analysis to target known junctions which have been identified as having a number of high 'Killed and Seriously Injured' (KSI) road users. Engagement and enforcement were the tools used at these locations, focusing on all types of road users - pedestrians, cyclists or motorists. An observable change of behavior was seen during the operation. For example, an extra 900 cyclists had lights fitted to their bikes and an increased use of high visibility clothing.

In addition feedback was obtained from officers in respect of street furnishings such as signage and junction markings as well as identifying areas of potential risk. This information was fed to TfL daily, who linked in with the relevant streets management department to take further action if required.

By using bespoke analysis, target locations have been identified that more closely reflect cyclist casualty levels. 30 key 'cycle' high risk locations across 11 boroughs that coincide quite closely with original Safeway junctions have already been

identified. A smaller contingency of staff, currently made up from both the Safer Transport Command & Traffic Command (Roads & Transport Policing Command in the future) will be tasked to patrol selected junctions from the original Safeway locations. Throughout the year there will be two mass deployment days per month, where the Operation Safeway brand will be replicated. This operation will be constantly reviewed to ensure that it is meeting the key objective of reducing the number of 'Killed and Seriously Injured'.

Industrial HGV Taskforce:

The taskforce use identified stop sites, working with Driver & Vehicle Standards Agency staff (DVSA) to perform roadside checks. Operators that repeatedly come to light then receive an official visit from DVSA supported by the police officers on the team. Intelligence flows are being developed between the police/DVSA/TfL which is currently being slowed by legislation (confidentiality). Work is ongoing to resolve these issues.

TfL are looking to dedicate a number of analysts to work on Operator/Driver repeat offenders and drivers working on both analogue and digital tachographs, which can double their driving hours, working for different operators.

TfL work with police to suspend bus lanes etc to provide a safe working area for the team.

Prosecution and conviction rates for pedestrian fatalities:

With reference to pedestrians killed on the roads (obvious suicides and natural deaths have been discounted)

Type of vehicle that hit pedestrian	Percentage of total fatalities
Car	46
Lorry	18
Bus	15
Van	12
Motorcycle	3
Licensed Cab	3
Coach	1
Pedal Cycle	1
Unknown	1

Of the 2012 cases involving a pedestrian the majority have been concluded however 8% are awaiting a decision on charging by the Crown Prosecution Service or are still subject to police investigation.

50% of all the 2012 cases have already been resulted in Coroner's Court as an accidental or natural death unrelated to the collision.

Charges and prosecutions in 2012.

Offences	Result
Death by dangerous driving	8 Charges, 3 await trial, of these 4 convicted, and 1 not guilty.
Death by Careless driving	11 Charges, 1 the CPS offered no evidence at court, 8 convicted, 2 found not guilty,
Death whilst under the influence of drink or drugs	1 Charge and this 1 awaits trial
Death whilst disqualified or not insured	4 Charges, 4 Convicted,
Failing to stop.	3 Charges, 2 convicted and 1 not guilty

Collecting Stats19 data at road traffic collisions:

The stats 19 data is a DfT requirement and is completed in all collisions where such a collision is reported by police and is the subjective opinion of the reporting officer. In some situations, such as in collisions where the Serious Crime Investigation Unit (SCIU) attend and investigate, the view of the reporting officer could differ from that of the investigating collision investigator.

It is possible that a reporting officer may not have a driving licence, so the opinion is not based on knowledge or experience. It would not be possible to ensure that only properly trained and experienced officers complete the Stats 19 data due to resourcing issues.

Yours sincerely,

Alison Newcomb
Commander
Roads Policing



Rosemarie MacQueen
Strategic Director, Built Environment

Please reply to: Martin Low
Direct Line / Voicemail: 020 7641 1975
Fax: 020 7641 2621
Email: mLOW@westminster.gov.uk

Date: 24th February 2014

Ms Valerie Shawcross
Chair
London Assembly Transport Committee

via email to lucy.brant@london.gov.uk

Dear Ms Shawcross,

**London Assembly Transport Committee Site Visit to Oxford Street on 28 January 2014
and investigation into pedestrian safety in London**

Thank you for your letter dated 10 February 2014 to Councillor Philippa Roe, Leader of the City Council, concerning your Committee's investigation into pedestrian safety in London and your visit to Oxford Street on Tuesday 28 January 2014. I have been asked to reply to you on behalf of the Leader, but your letter has only recently been received.

I am disappointed that the City Council was not invited to attend your visit to Oxford Street with a suitable representative from TfL as that might have helped your Committee's investigation. I suggest that you consider making an additional site visit with Martin Low, the City Council's City Commissioner of Transportation and Graham King, the City Council's Head of Strategic Planning and Transportation who have a wealth of knowledge and experience, which might assist you.

Westminster City Council's Environment Policy and Scrutiny Committee considered some of the points that you have raised in your letter at its meeting held on 14 March 2013. The Appendix to this letter contains a relevant extract of the minutes. A copy of the report prepared for the Committee is available on the City Council's website via the following link:

http://transact.westminster.gov.uk/CSU/Policy_and_Scrutiny_Committees/Current_P_and_S_Committees/Environment/2013/14%20March%202013/Item%206%20-%20Accidents%20and%20Road%20Safety%20Measures.docx

The City Council is currently drafting both a Cycling Strategy and a Walking Strategy and these will set out our way forward to help and encourage both cycling and walking. Although the two modes share many similarities they can have very different impacts on the built environment and can often conflict, especially on Westminster's complex, busy, fine urban grain. Our draft Cycling Strategy was recently consulted upon publically and officers are currently analysing the results before producing a final version for approval. Work will commence on the drafting of a Walking Strategy later this spring. The Walking Strategy will reflect our City Plan Strategic Policies (adopted in November 2013), which seeks to prioritise pedestrian movement, particularly in areas with high pedestrian volumes. It will set out a number of objectives and

actions around the following broad themes: creating a safe, legible and attractive physical pedestrian environment for all; improving pedestrian safety through education and campaign work; and encouraging Westminster's resident, worker and visitor populations to therefore make more of their journeys on foot. The points that you have raised in your letter and also the findings of your forthcoming report on pedestrian safety will be considered when drafting the strategy.

Turning to your presumably preliminary findings as set out in your letter, the City Council has the following comments:

Footway space and impact of Crossrail:

The City Council is working closely with TfL, Crossrail, Camden London Borough Council, NWECC, property owners, local businesses and residents to develop proposals to respond to the additional pedestrians expected as a result of Crossrail and those pedestrian movements generated by the developments of the land above the Crossrail Station Sites.

These studies are underway and are due to report later this spring. You should also be aware that following the report of the West End Commission led by Sir Howard Bernstein, the City Council in conjunction with the Mayor of London, TfL and the GLA, Camden London Borough Council and New West End Company (NWECC) is now reviewing all of the issues raised through working groups, especially in relation to Transport and Public Realm issues and these working groups report back later this year.

Oxford Street/New Bond Street/Vere Street Junction:

This junction operates in three stages with an all red pedestrian stage when pedestrians getting a six seconds invitation to start crossing; a stage for traffic crossing Oxford Street from Vere Street into New Bond Street; and a third stage for traffic travelling along Oxford Street.

Many pedestrians will cross during periods when a red pedestrian traffic signal is showing at all traffic signals in London as they are given very short periods inviting them to start crossing that are often about four to six seconds, but extended where appropriate and then wait another 90 seconds for the next green pedestrian traffic signal.

The City Council therefore supports the installation of Pedestrian Countdown traffic signals as these help pedestrians take an informed decision on whether they have sufficient time to cross safely and can take advantage of safely crossing without the green pedestrian traffic signal inviting them to do so.

Oxford Street/Holles Street/Harewood Place Junction:

TfL is better placed to advise you on its traffic signals timings, but I understand that the junction never double cycles as suggested in your letter and pedestrians get much more green time than other locations. It is also important to remember that traffic flows and pedestrian flows can vary enormously by time of day and day of week.

The traffic signals at the junction of Oxford Street with Holles Street and Harewood Place operate in two stages. The City Council introduced moving traffic controls at the junction, which now prohibit all turning movements so that traffic crossing Oxford Street does so at the same time that pedestrians also cross Oxford Street and then pedestrians and vehicles both travel

east/west along Oxford Street during the second traffic signals stage. This has created a much safer junction and there have been reduced delays to all road users.

Oxford Street has large numbers of buses and bus drivers already have to travel close to the kerbs next to the widened footways and therefore there is no scope to further widen the footways.

Conflict between cyclists and pedestrians with red light running:

The City Council supports a continuation of the very successful Operation Safeway mounted by the Metropolitan Police and TfL in late 2013 in response to several tragic deaths of cyclists.

Encouraging all road users to behave considerately and taking enforcement action against those who contravened controls made a huge difference to road safety in London. We would welcome its continuation and hope that will feature amongst your Committee's recommendations.

Larger vehicles encroaching on pedestrian crossings and masking pedestrian's sight lines of pedestrian traffic signals:

I am not sure when you made your visit to form these observations as between 7am and 7pm, Monday to Saturday there should generally only be buses, taxis and pedal cyclists in Oxford Street. Officers from the City Council have previously observed buses masking sight lines when they undertook a site visit with Tom Kearney and some buses stopped within pedestrian crossing areas defined by the lines of studs.

It would be useful to have a discussions with bus drivers to better understand the problems that they face and why they are stopping within crossing places.

Different types of pedestrian crossings in close proximity:

The City Council wants some of the traffic signals technology such as pedestrian call/cancel associated with Puffin pedestrian crossings to be allowed to be deployed at traffic signal controlled junctions and pelican crossings. We also want greater deployment of Pedestrian Countdown traffic signals.

Tactile Paving Provision:

We are happy to have a discussion with the visually impaired, but consider that the recommended tactile paving layouts suggested by the Department for Transport can cause them problems when followed precisely as you can end up with much of the footway covered in tactile paving and that then causes more confusion. When a road network has evolved organically or when street grids are dictated by historical features that result in roads meeting at odd angles, but also at cross roads, the presence of tails in the same tactile finish for the warning that one has reached the crossing as the texture for the warning that one is about to run into a live traffic lane is poor design in the first place. In order to simplify the confusion Westminster City Council has often removed the confusing tails to just leave the strip warning when one is running into danger. We feel that this aspect of the tactile guidance when it was drafted was poor and needs reconsideration. Where tails do give some assistance without being confusing we do agree that they can be used as far back as they are useful (not always to the building line- particularly if that is cluttered with other installations such as restaurant seating, utility boxes, bench seats for the elderly and recycling equipment).

Approximately 80% of the City of Westminster lies within a conservation area and we have generally relied on the remarks in the Department for Transport guidance that in historically sensitive areas it is regarded as acceptable to leave out or amend the colour (as long as red is not misused) so the general practice is to have self coloured paving to match the adjacent, but in guidance adopted in 2011, we followed the example used recently on the Transport for London Road Network (TLRN) to use charcoal tactile where contrast is desirable.

"A" Boards and removing street clutter:

In terms of A boards our guidance states, Westminster City Council has zero tolerance on these items. Equipment with a similar impact on the ability of people with disabilities such as lottery stands and postcard displays can be included with this. We have a clear duty to remind owners and operators that these obstructions should not be on the adopted footway (and that can include de facto highway). The City Council has removed a huge amount of street clutter, including pedestrian guard railing over the years and particularly in preparations for Olympics 2012. We are keen to remove "A" Boards located on highways and work with businesses and land owners to see them removed from forecourts.

Oxford Circus Diagonal Pedestrian Crossings:

Pedestrians crossing along the 27 metres long diagonal crossings get a six seconds invitation to cross followed by 19 seconds black out period when the Pedestrian Countdown traffic signals operate. That means that they are getting the time generally allowed assuming a walking speed of 1.2 metres per second (a pedestrian travels 30 metres in 25 seconds travelling at 1.2 metres per second).

The City Council, The Crown Estate and TfL designed and implemented the award winning Oxford Circus Diagonal Pedestrian Crossings Scheme. It was a good example of involving experts to give input in the design process on the needs of people with disabilities and we involved the GLA who helped assemble the panel.

When the Oxford Street Regent Street and Bond Street (ORB) project was being set up, we created a reference group of people with wide experience and representing different disabilities to find the least bad compromises for the ORB area. Through a variety of circumstances after the group last met there have been a number of deaths in the group and it is now in need of re-invigoration, possibly on a tri-borough basis as we now share some functions and expertise with two neighbouring boroughs, but it was their recommendation to have the flush, step free arrangement for the shortest crossings that would be used by wheelchair users and those with limited leg lift and the longer, diagonal route have the kerb lit to assist those negotiating the junction quickly that could include those with guide dogs. Westminster City Council and other central London Boroughs that have a lot of tourists and incoming workers and domestic visitors needs to take a wider view than a local access committee. We would welcome your thoughts on how we could pool expertise on such matters to find the best compromise, as we did at Oxford Circus.

The scheme helps the 30,000 to 40,000 pedestrians an hour who cross Oxford Circus and the 19,000 passengers entering and leaving the Tube Station. It has made a real difference and resulted in a 70 per cent increase in footway space and removed pedestrian guard railing, which treated pedestrians like herds of cattle and acted as a potential crushing point for cyclists.

Other measures to help pedestrians:

We have also implemented other much needed pedestrian improvements in Oxford Street and Regent Street, which include providing central traffic islands to create perch points for pedestrians who seek to cross informally.

We have also undertaken studies with NWECC and local businesses to develop pedestrian friendly measures in Bond Street (named as Old Bond Street and New Bond Street) and the Soho area and these are underway and also due to report in Spring. We face many competing and conflicting demands for road space from a large number of groups and therefore often work up holistic schemes, which seek to meet the needs of a wide range of road users. The Piccadilly Two Way Working Scheme and the Baker Street Two Way Working Scheme are two examples. These schemes are of vital importance to the West End economy, which is responsible for 3% of the UK GDP and 20% of the London GDP. The schemes are developed by the City Council engaging with the range of external funders and stakeholders who see the value of investment in the public realm and they help deliver our City Plan Strategic Policies.

In Oxford Street East, we have reallocated space to pedestrians by increasing the available free width of the footway through footway widening and reducing street clutter. The ability of pedestrians to cross the road had been a major inhibitor previously and this has been overcome through the provision of a central median traffic island. This allows pedestrians to informally cross in either one or two movements and provides a safe perch point. We have also provided raised entry treatments on side roads. Oxford Street East Phase 1, between Oxford Circus and Berwick Street has been implemented and included removing traffic lights at the junction of Oxford Street with Great Portland Street, which has reduced delays to all road users. We have used chamfered kerbs on the central islands to help pedestrians and allow buses and emergency services' vehicles to mount the kerbs if vehicles breakdown. Oxford Street East Phase 2, between Berwick Street and Tottenham Court Road has started and is being phased to accommodate Crossrail and adjacent major developments.

The Crown Estate has funded major public realm schemes in Regent Street and the side roads along it and is extending that approach to other parts of its property portfolio, such as the St James's area.

If you would like to have another site visit with Martin Low and Graham King, then please let me know.

Yours sincerely



ROSEMARIE MACQUEEN
Strategic Director Built Environment

Appendix

Extract of Minutes of Westminster City Council's Environment Policy and Scrutiny Committee Meeting held on 14 March 2013

6.1 The Committee received a report that provided an overview of road accident data and trends in Westminster, explained the steps that the Council is already taking to improve road safety, and how this work will be continued through the Council's transport programmes and the development of walking and cycling strategies. The report had arisen as a result of a request made by Mr (Tom) Kearney, a pedestrian safety activist campaigning for improvements to Oxford Street and Regent Street. The request was supported by Brake, the road safety charity.

6.2 The Committee heard evidence from witnesses Caroline Russell, Living Streets, who also made representations on behalf of Mr (Tom) Kearney who could not be present, Dominic Fee, Westminster group of the London Cycling Campaign and Ben Johnson and David Rowe, Transport for London.

6.3 Caroline Russell addressed the committee on behalf of Living Streets, a national charity that campaigns on behalf of pedestrians to create safe, attractive and enjoyable streets. One of its key campaigns for achieving this is for 20 mph speed limits to be introduced where people live, work or shop. She commented that no matter how people travelled into and around Westminster some part of their journey will be made on foot. She suggested that in addition to introducing a 20 mph speed limit on Westminster's roads to help tackle road safety the Council should also consider whether pedestrian crossings are located where people want to cross. Ms Russell also made representations on behalf of Mr (Tom) Kearney who had been seriously injured after being hit by an articulated bus on Oxford Street while waiting to cross the road. Given the extremely high volume of pedestrians using this world-famous street she suggested that the speed limit on Oxford Street should be reduced to 10 mph. She also suggested that the street should be pedestrianised by the time the high frequency, high capacity Crossrail service opens in central London to take into account the expected increase in pedestrian numbers.

6.4 Ben Johnson and David Rowe, set out how Transport for London has worked with the City Council through its Local Implementation Plan to improve road safety. Details of the schemes already being implemented in Westminster were set out at section 6 of the committee report and included both physical measures such as the installation of pedestrian countdown timers at traffic signals and the Oxford Circus diagonals to supporting a range of transport education initiatives.

6.5 Dominic Fee addressed the committee on behalf of the Westminster group of the London Cycling Campaign. He welcomed some of the measures that Transport for London in conjunction with the Council had introduced to improve road safety for cyclists such as the removal of pedestrian guard rails and providing cycling awareness training for HGV drivers. He observed that in comparison to some boroughs Westminster did not provide as many dedicated cycle lanes. He expressed the view that to assist cyclists Westminster could make its cycling layouts simpler such as in Camden and that it could benefit not only from looking at best practice elsewhere but also noting the mistakes made by other boroughs. He stated that lowering the speed limit on Westminster's roads would also help to further improve road safety for cyclists as would undertaking more enforcement against all road users who contravene the rules.

6.6 The Committee considered the report and the information provided by the witnesses and in the ensuing discussion asked questions and made comments on a variety of issues including:

- Whether there was any evidence that 20 mph speed limits or zones work to reduce KSIs and what impact such measures have on traffic flow?

- » Caroline Russell informed members that since Islington introduced 20 mph speed limits in 2010 the number of KSI's in residential roads had dropped in the borough. She contended that 20 mph speed limits do not increase journey times significantly and that traffic flow depends on how many vehicles can get through traffic lights. Ben Johnson advised that the evidence for 20 mph zones is compelling, much more so than for 20 mph speed limits.

- That reducing the complexity of road layouts was an important factor in improving road safety. Other than speed humps what other features are effective in 20 mph zones?

- »Martin Low, City Commissioner for Transportation, outlined a number of physical measures that could be introduced to reduce traffic speed in a 20 mph zone. These included introducing entry treatments where zones begin to narrowing road widths. There were a number of road safety measures that could be introduced to assist cyclists such as providing separate lanes and changing one-way roads to two-way. The option for introducing the former in Westminster however was limited as many streets were too narrow. He also advised that pedestrians, cyclists and motorists don't tend to keep to segregated lanes and he considered a road space which is shared to be safer as road users are more likely to modify their behaviour to accommodate others.

- The different types of pedestrian road crossings and which are preferred.

- »The City Commissioner for Transportation stated that his preference was to have modified pelican crossings (traffic signal crossings) which include pedestrian countdown timers. The latter informs pedestrians how much time they have left to cross the road safely which enables pedestrians to make an educated judgement on when they can cross. He confirmed that the Council was working with TfL to identify further locations for the roll out of pedestrian countdown timers however budget constraints would limit the speed and scale of the roll out.

- The need to address cyclists' behaviour. Reference was made to the fact that some cyclists do not slow down when they see pedestrians crossing the street as cars do.

- » It was noted that the police have the power to enforce against cyclists who contravene road traffic laws. Some members considered that cyclists should be required by law to wear helmets and reflective jackets and to have a bell fitted to their cycle. The City Commissioner for Transportation stated that the latter was particularly important for alerting the visually impaired to a cyclists presence as in contrast to a motor vehicle they would struggle to hear a cycle approaching.

- That the data comparison with other inner London boroughs doesn't sufficiently consider the different transport characteristics and modal shares between Westminster and other parts of inner London.

6.7 RESOLVED:

1. The Committee recommends to the Cabinet Member that the Council's policies on walking and cycling should take account of the expected increase in the pedestrian numbers as a direct

result of the high-frequency, high-capacity Crossrail service into Central London, particularly along Bond Street, Oxford Street and Regent Street, which are very close to the Bond Street and Tottenham Court Road Tube Stations.

2. The Committee recommends to the Cabinet Member that he seriously considers 20 miles per hour limits for vehicular traffic, if he believes it is appropriate in some locations.
3. The Committee recommends to the Cabinet Member that given the expected increase in the cycling population that more should be done to ensure that the increase in cyclists does not result in a corresponding increase in accidents involving bicycle users.
4. The Committee recommends to the Cabinet Member that he secures commitments to ensure that additional enforcement action taken when cyclists contravene controls is matched by equivalent actions, relating to other road users who violate safe practice on the road.
5. The Committee notes and commends the removal of pedestrian guard railing and the introduction of perch points through central traffic islands like those provided in Strand, Oxford Street, Regent Street, Piccadilly and Pall Mall to help pedestrians cross informally at other locations throughout the City of Westminster.
6. The Committee recommends to the Cabinet Member that there should be an increase, where financially possible, in "Pedestrian Countdown" traffic signals to help pedestrians take decisions after the short invitation to cross period when a green pedestrian traffic signal disappears, which could improve the safety for pedestrians and other road users.
7. The Committee recommends to the Cabinet Member to invest in a robust analysis of the data provided by Transport for London, in order to provide more meaningful data relating to the number of road users, so that more meaningful comparisons can be made with other London Boroughs, neighbouring Boroughs, the rest of London and internationally and take account of the increases in cyclists and pedestrians.
8. The Committee recommends to the Cabinet Member that given the percentage of elderly people involved in serious incidents on the road, education is seen a potential way to reduce the number of serious injuries and fatalities on the roads of Westminster.'

cc: Cllr Philippa Roe, Leader of the City Council
Cllr Ed Argar, Cabinet Member for City Management, Transport and Environment
Martin Low, City Commissioner of Transportation
Graham King, Head of Strategic Planning and Transportation



Shakespeare Business Centre
245a Coldharbour Lane
London SW9 8RR

info@roadpeace.org
www.roadpeace.org
Tel: 020 7733 1603

GLA Transport Committee Pedestrian safety inquiry

RoadPeace follow-up submission
February 2014

1. Introduction

RoadPeace provided evidence at the Transport Committee's hearing on pedestrian safety on 9 January 2014. At the end of the hearing, we were asked what our priority was for improving pedestrian safety.

RoadPeace believes that, if active travel is to be encouraged, it requires not just safe infrastructure but a justice system that discourages road danger. We called for TfL to establish working group on Justice for Vulnerable Road Users. This would be modelled on the national working group, established by DfT in February 2013, with representatives from the CPS, Home Office, Ministry of Justice, ACPO, DfT, as well as from British Cycling, CtC and RoadPeace. Terms of reference include reviewing how the investigation of crashes, prosecution and sentencing of offenders, and the treatment of victims, can be improved so as to instill confidence in the justice system and encourage the public to walk and cycle more. The local group should include representatives from the magistrates and the police prosecuting at the Traffic Courts in London.

To support our call, we have provided more information and additional recommendations on the areas of:

- Collision reporting and investigation
- Criminal prosecution and sentencing
- Civil justice
- Victim services

We have also highlighted the key role of traffic law enforcement and repeated our calls for the police to allocate more priority to protecting vulnerable road users from the risks posed by drivers.

2. Collision investigation and reporting

Collision investigation

A thorough investigation is needed to ensure justice is done and prevention programmes are properly designed. But collision investigation is not a priority for the MPS. Road death investigation receives a fraction of that allocated to homicide investigation. In Spring 2013, the MPS reported that the homicide budget was approximately £60million whilst that for road death and life changing injury investigation was only £7.7 million (MPS letter to Jenny Jones, April 2013). PER DEATH

TfL is to be commended for conducting research on the handling by the criminal justice system (CJS) of cyclists deaths and serious injuries (TfL, 2013). The first draft pedestrian safety action plan included a proposal for a similar study for pedestrians but this has since been removed.

In response to the findings on the cyclist CJS experience, RoadPeace submitted a list of recommendations to TfL on behalf of [CtC, LCC and RoadPeace](#). This included an annual review of the legal outcome of fatal and injury collision investigations, including reasons for No Further Action decisions, as well as transparency around collision investigation procedures, budget and staffing. The MPS was requested to identify good practice standards for injury collision investigation by borough police.

A Joint Inspectorate Review of road death investigation and prosecution is underway, by the HM Constabulary Inspectorate and the CPS Inspectorate, with London one of the areas to be covered. Whilst a joint inspectorate review has been a long standing call of RoadPeace, this review will not include serious injury investigations. These collisions are known to receive a fraction of the resources allocated to road death investigations. As the police are responsible for most charging decisions and for prosecuting in Traffic Courts, a review of their effectiveness in investigating and prosecuting injury collisions is important.

The new Roads Policing and Transport Command could improve collision investigation, but only if resources and priority is allocated, as this command will also be responsible for investigating other incidents, such as assaults on buses. It is uncertain if this new Command will also be responsible for prosecuting drivers in Traffic Courts.

Recommendations

- The judicial/legal outcome of fatal and injury investigations should be reported. It should be possible to know how many NFAs were due to lack of evidence or driver's proof of innocence.
- Collision investigation procedures, budget and staffing should be reported.
- An annual conference on collision investigation and prosecution should be held. RoadPeace can assist with this.
- A review of serious injury collision investigation and prosecution should be conducted. It should be possible in to determine if injury collision investigation and prosecution improves under the new Roads Policing and Transport Command.

Inquests and the Highway Code

The majority of road deaths end up in the coroner's court, and coroners have a public health duty to prevent future deaths. Few coroners do make a report to prevent future deaths. One of these was by a North London coroner who asked if the Highway Code should be revised so that drivers are told to reduce their speed while a pedestrian is in the road. One third of reports made by London coroners relate to a death by a vulnerable road user by a lorry but coroners are not being kept informed of TfL's efforts, including with promoting HGV safety technology, to reduce lorry danger.

Recommendations

- Coroners be offered training on TfL's systems approach and lorry danger and encouraged to make reports which tackle danger at source.
- The Pedestrian Safety Working Group be requested to suggest Highway Code revisions which would promote walking, as the Cycle Safety Working Group is doing to promote cycling.

Collision reporting

Whilst cyclist deaths are well reported in the media, the same cannot be said of pedestrian deaths. Official statistics are not available until the following year.

There is also a problem with under-reporting as well as timeliness. DfT is required to refer to reported road casualties to remind readers that these statistics are not complete. This should be required of others using the Stats19 data.

Recommendations

- The MPS should issue a press release after every road death as well as a road death prosecution.
- Local newspapers should be encouraged to cover all road deaths, and not just cyclist deaths.
- TfL should provide timely data on deaths and serious injuries, even using preliminary figures, as the DfT does with drink drive related casualties.
- TfL should refer to reported road casualties and use the more recent DfT under-reporting estimates.

3. Criminal prosecution and sentencing

Charging standards

Disregard for vulnerable road users (VRU) is defined as Dangerous Driving in the CPS charging standards. But prosecution of Dangerous Driving is rare with fewer than two drivers a day prosecuted for Dangerous Driving in London in 2012 (MOJ, 2014). The [Evening Standard](#) recently reported a case of a pedestrian seriously injured by a driver doing over 55mph in a 30mph. the driver was only prosecuted for Careless Driving. Drivers are much more likely--Over 20 times as much—to be prosecuted at court for the summary offence of Careless Driving than Dangerous Driving, and this does not include those sent on driver offender training courses or given Fixed Penalty Notices.

Downgrading of dangerous driving to careless driving remains a serious concern. RoadPeace has called for the charging standards of careless and dangerous driving to be revised and British Cycling included this in their recent Choose Cycling manifesto.

Transparency and road crime statistics

Despite open justice being a government priority, there is a lack of transparency with the prosecution of driving offences. These include those heard at court, given FPNs, or sent on remedial driver training courses, all of which are reported separately.

RoadPeace's 2012 Police and Crime Commissioner Manifesto's key call was for *Road Crime to be treated as Real Crime*. This included counting the victims of road crime, something which is still not done, not in London or at the national level. Those killed and injured by law breaking on the road are not included in victim of crime statistics. It is not known how many drivers were prosecuted for killing child pedestrians by driving dangerously or injuring elderly pedestrians by driving carelessly.

Recommendations

- Transport Committee support calls for review of charging standards for Careless and Dangerous Driving given its importance to the promotion of active travel.
- The Mayor should have the MPS compile an annual summary of driving offences in London that includes all prosecution methods.
- Victims of road crime should be counted and included in victim of crime statistics.

Sentencing

RoadPeace was asked about tougher sentences at the inquiry. Causing death by driving sentencing guidelines were last updated in 2008 and are overdue for review. In 2012, the Mayor wrote to the Justice Minister requesting they be reviewed and the Sentencing Council agreed to review them. But this is now on

hold, pending a review of road traffic regulations by the Ministry of Justice. RoadPeace has called for the review to include the general offences of Dangerous Driving and Careless Driving.

The latest statistics show that in 2012, 29 of the 49 drivers convicted of causing a death in London were sent to prison. This included almost all those convicted of Causing Death by Dangerous Driving, Causing Death by Careless Driving whilst under the Influence of Drink/Drugs, and Causing Death by Driving Whilst Unlicensed, Disqualified, or Uninsured. One third of drivers convicted of Causing Death by Careless Driving were sent to prison.

But apart from causing death by driving, prison is rarely used for driving offences and understandably so. A misjudgement or lapse of attention can result in the death or serious injury to a vulnerable road user. This level of culpability does not justify a custodial sentence. RoadPeace has never called for prison for Careless Driving and nor even thinks it should be mandatory for Dangerous Driving.

But alternative punishments, such as driving bans and vehicle confiscations, should be used much more often. Apart from where driving bans are mandatory, drivers are very rarely banned, as highlighted in Jenny Jones' **London's Lawless Roads**. Only 2% of drivers convicted of Careless Driving being banned. And bans can be given for only a few months. Likewise, vehicle confiscation is used for drivers without insurance but not drink or dangerous drivers.

For more information, see RoadPeace's Causing death by driving in London (2012) and [London Driving Bans \(2011\)](#).

Recommendation

- Transport Committee request Sentencing Council extend their review of to include the general offences of Dangerous and Careless driving, and not restrict it to those involving death and serious injury.
- London sentencing unit review not be restricted to custodial sentences but consider driving bans, fines, and vehicle confiscation.

4. Civil justice

Whilst only a small percentage of vulnerable road user collisions result in a prosecution, many more should qualify for civil compensation, given the lower standard of proof required. But civil justice has the potential to benefit many more pedestrians.

In **Gearing Up**, the Transport Committee recommended the benefits of a presumed liability (previously referred to as stricter liability) system be investigated. Presumed liability was the key request of those attending the Cyclists and the Law seminar in May 2013, organized by Jenny Jones, GLA member. But liability reform would help pedestrians even more than cyclists, for two reasons.

1. Pedestrian deaths outnumber those of cyclists by five to one; and for serious injuries, by three to two.
2. Children, elderly, and disabled should be classified as the super protected and qualify for compensation, regardless of their contribution to the collision. Society should better protect these extra vulnerable road users. These groups will be even more likely to be injured whilst walking than cycling.

RoadPeace has produced several briefings on liability reform for use with the TfL cycle safety working group. For more information on presumed liability, see our website.

Recommendation

- TfL commission research on the benefits of reversing the burden of proof in collisions involving pedestrians and cyclists.

5. Victim services

Criminal justice experience

As mentioned previously, the first draft pedestrian safety action plan had included a proposal for research on the experiences of pedestrians killed and seriously injured in the criminal justice system (CJS). RoadPeace has also highlighted the need for such a study given the summary conviction data reported by the pedestrian fatality study was worrying with very [few drivers convicted after a pedestrian death](#) (10% child pedestrian deaths, 5% elderly pedestrian deaths and 3% pedestrians killed by lorries).

Victim services' review

Baroness Newlove, Victims Commissioner, is currently undertaking a review of victim services in London. The government's new Code of Practice for Victims of Crime does not apply to those injured by drink/drug drivers or other summary motoring offences but victims of pickpocketing and theft do qualify for the services. Likewise, Victim Support helps victims of property crime but not those disabled by drink drivers.

For more information see the chapter RoadPeace wrote on *Ending the Discrimination Against Road Crash Victims* in the report by Priti Patel, MP Witham, [Rebalancing the Scales of Justice](#).

Recommendations

- The pedestrian safety action plan reinstate research into the CJS experience of pedestrians killed and seriously injured.
- Level of satisfaction surveys be conducted with road crash victims (very few are done at present).
- Standard post crash leaflets be provided to those injured in collisions.

6. Traffic law enforcement (TLE)

Whilst this submission has focused on the post crash response by the justice system, TLE is essential to road traffic injury prevention. RoadPeace called for greater priority to be given to TLE in the new London road safety plan. This was to include both a TLE action plan and audit but also research on the incidence of bad driving in London. TfL used to commission research on the incidence of mobile phone use and seat belt use. No such research has ever been undertaken on the incidence of careless or even dangerous driving. Just as it was necessary to estimate the prevalence of domestic violence, so too is it necessary to estimate the extent to which law breaking on the road occurs.

Operation Safeway and harm reduction

As mentioned at the hearing, Operation Safeway demonstrated the resources that can be made available when TLE is a priority. We repeat our call for TLE to be based on a harm reduction approach with priority given to reducing the threat posed to others. Pedestrians crossing the road away from a crossing do not pose danger to other road users. Police are needed to detect and deter driving that intimidates or threatens vulnerable road users.

The new MPS Roads Policing and Transport Command should provide an ideal opportunity for a new approach.

30mph speed enforcement

Most speed enforcement is conducted by safety cameras. Manual police enforcement of 30 mph speed limits is very rare. Less than 20 drivers a day are given fixed penalty notices by the police for exceeding a 30mph speed limit. Yet borough police often have a deciding role in local speed limits, despite their lack of effort in enforcing existing speed limits.

RoadPeace believes an unenforced 20mph is better than an unenforced 30mph. Widespread introduction of 20mph limits should not depend on police enforcement.

Recommendations

- An annual TLE action plan and audit be prepared and based on the harm reduction principle.
- Research into the incidence of bad driving be conducted.
- The role of borough police in determining 20mph speed limits be reviewed in light of the lack of enforcement with 30mph limits.

Conclusion

Without an improved response by our justice system, there will be limited return on the investment in safer roads and active travel.

RoadPeace London related publications

Justice

Causing death by driving in London 2012, Feb 2014

London Coroners preventing road deaths, Feb 2014

[30mph police speed enforcement in London](#), Jan 2014

[Criminal convictions and pedestrian and cyclists deaths in London](#), Jul 2013

[London driving bans 2011](#), Jun 2013

[RoadPeace response to MOPAC Crime Plan consultation](#), Mar 2013

[RoadPeace response to GLA Victims of crime consultation](#), Sep 2012

[RoadPeace, CTC and LCC joint response to Cyclists killed and seriously injured and Criminal Justice System in London](#), Feb 2012

Pedestrians

[RoadPeace Pedestrians killed by lorries factsheet](#), Jul 2013

General

[RoadPeace summary of Safe Streets for London](#), Jul 2013

[London road deaths 2012](#), Jul 2013

[RoadPeace response to draft London road safety plan](#), Oct 2012

[London Mayoral Manifesto](#), May 2012

Cyclist safety

[RoadPeace response to GLA Cycle safety enquiry](#), Sep 2012

Living Streets submissions to pedestrian safety- Priority areas for the PSAP

Safer Roads

1. The introduction of a central London 20 mph zone as recommended by the RTF by 2015.
2. Work with boroughs to introduce 20 mph zones in all town centres and parts of the TLRN with significant pedestrian flows.
3. TfL to actively encourage and fund boroughs wishing to adopt a borough wide 20 mph default speed limit.
4. Set assumed walking speed on pedestrian crossings to 0.8 metres / second
5. To ensure all signalised crossing are fully accessible, fitted with audio warnings and/or tactile cones by 2015.
6. TfL to work with boroughs to de-clutter and, where necessary, increase footway space on 100% of the TLRN to ensure a minimum Pedestrian Comfort Level of B+ (as recommended in the TfL guidance)
7. TfL to identify a critical list of locations for pedestrian safety on TLRN and begin to improve them within 12 months of identification.
8. TfL to produce a London Pedestrian Design Guidance in line with national and international best practice.

Safer vehicles

9. The extension of congestion charging throughout the area within the north and south circular roads by 2020.
 10. By 2020, TfL should not have a relationship with any fleet operator (including bus operators and other contractors) or allow an organisation to operate within London's planning framework (eg construction vehicles), which does not include mandatory ISA on its vehicles set to those on the speed limit map managed by TfL.
 11. The introduction and roll out of a freight consolidation strategy to reduce vehicle freight movements in London along the lines of the Regent Street initiative
- . A ban of all construction vehicles going beyond 20 mph except on arterial roads, enforced with Intelligent Speed Adaptation.
13. TfL to immediately commission research in order to better understand the circumstances in which pedestrians are being killed by lorries and buses on London's streets.
 14. A review of how bus contracts are assessed so that the Quality Incentive Contracts take into consideration pedestrian and cyclist KSI performance.

Safer people

15. Reduce the enforcement tolerance and increase compliance of speed limits using safety cameras.
16. Produce an annual plan and audit of Traffic Law enforcement

17. Presumed liability with civil burden of proof reversed in collisions involving pedestrians and cyclists. Children, elderly and disabled are never held accountable for their actions/mistakes.
18. All future behaviour change campaigns based on principles set out in the paper on behavioural change written by the TfL Public Health Specialists

Working in partnership

19. Timely reporting of all fatalities
20. TfL to appoint someone at a senior level to champion pedestrians and push forward the proposals developed in the PSAP.
21. Speed enforcement expected of borough police

KILBURN OLDER VOICES EXCHANGE



www.kove.org.uk

Report to the London Assembly – Road Safety Meeting 9th January 2014

Kilburn Older Voices Exchange (KOVE) aims to raise the quality of life for older people in Kilburn & West Hampstead area. Our outreach work is currently includes wellbeing and continuing activities around Age Friendly Communities. Our project work has been widely recognised and the quality of our film making with older people highlighting issues impacting upon them has recently been recognised at national level with presentations undertaken at the International Urbanisation and Ageing Population Conference held at the Open University, the United Kingdom Urban Ageing Consortium at Manchester University as well as a close partnership working with Salford University.

What are the key concerns for (older, disabled) pedestrians in London?

KOVE have a network of over twenty five local groups of older people as well as wider links to other community groups and organisations. The following issues continue to be raised by older people.

Road Crossings - Kilburn High Road. KOVE regularly surveys the road crossings and the Green Man crossings times range from 6 to 11 seconds. The shortage of time remains a real problem for vulnerable and disabled people. We have previously discussed this with Camden and TfL who have advised on the safety of the 'black out period' for people to cross but the experience of many people we speak to is that they do not feel safe crossing once the 'Green Man' signal has finished. For some people this causes acute anxiety and we have had reports that they no longer use particular crossings. This means that people become isolated in terms of getting out and around their community. In this context KOVE supports the Living Streets' Give Us Time to Cross Campaign. Also in our discussions with older people there is strong support for the implementation of the Countdown Crossings which allows people longer time to cross and displays how long left there is to cross the road

Safely. (Please see KOVE film: 'Getting Around & Safer Road Crossings'
<http://www.acting-up.org.uk/kovesc.htm>

KOVE feels that more work needs to be done in explaining how road crossings work - Puffin Crossing for example with sensor tracking people crossing. KOVE/Camden have produced a road safety leaflet (copy being sent to Lucy) KOVE film on our website: 'Where's The Green Man.' www.kove.org.uk

There have been specific concerns about Quex Road/Kilburn High Road Junction where there have been several serious road accidents. A filter traffic light has been suggested so that pedestrians are more aware about buses turning into Quex Road.

Condition of footpath/broken and insecure paving stones can greatly affect people with disabilities. Uneven surfaces for people with visual impairment and mobility problems can be treacherous making people more vulnerable to falls. (Please see our film Older Voices- getting around Kilburn high road) www.kove.org.uk

Obstructions: street furniture/ advertising boards/ stalls and goods outside, over spilling on already narrow pavements. There is a great need for de-cluttering of busy footpaths. For people with visual impairment these obstructions present a dangerous hazard. (Please see KOVE Older Voices film as above)

Lack of public seating in areas, particularly near shops. Some older people need a rest when going out. Knowing that there is an opportunity to sit down along the way gives people the incentive and motivation to go out and walk. (particularly for those with heart problems and Chronic Pulmonary disease who may become breathless). It can also give people the chance to sit and have a chat or just have a change of scene. (Please see KOVE film: Living Seats (copy sent to Lucy)

Lack of public toilet facilities are a major public health issue and it also greatly affects people going out. Chronic health conditions and certain medications demands a need to be near a loo. The demise of public toilets has meant that some people may not go out so much for fear of being taken short! A well publicised community toilet scheme could help and KOVE have been trying to get one established in Kilburn. In the meantime we have produced a guide to accessible toilets for customers in cafes, pubs etc. '*For Your Convenience*' (copy sent to Lucy)

Safer Bus Travel - there are still problems with buses not pulling into the kerb for people getting on or off safely, lowering of platforms not done consistently enough for people to get on (not all physical disabilities would be obvious to a driver), bus moving off too sharply before people have got to a seat or held on to a rail,

What should be the key focus of TfL's road safety programmes?

- Safer Road crossings - increase all road crossing times as per Living Street campaign.
- Installation of Count Down Crossings
- Bus Travel a) Driver training/raising awareness about importance of complying with above b) Establishing customer consultation groups at local bus garages.

What changes to the pedestrian environment would encourage people to walk more?

- Wider pavements – to achieve less crowding and bustle
- Community seating
- Community toilet scheme

Examples of good and poor practice in street design for pedestrians

- KOVE work in partnership with the University of Salford who run a research programme on accessible travel and street design. We have contributed suggestions to their Design Guides which are available on their website: http://www.idgo.ac.uk/design_guidance/streets.htm We would recommend these designs are considered by the London Assembly Transport Committee.
- Wider pavement areas as per parts of Camden Town market
- Community Toilet Scheme as per London Borough of Richmond & Twickenham
- Community seating - resting points - good examples in Westminster and in some areas of Camden

KOVE acknowledges funding from Trust for London and Hampstead Wells & Campden Trust

KOVE Coordinator Mel Wright mwright587@aol.com. Tel: 07539390786

Kingsgate Resource Centre, 208 Webheath, Palmerston Road, London, NW6 2JUD,

Website: www.kove.org.uk

Registered Charity No: 113417

KOVE – KILBURN SURE START GETTING AROUND & SAFER ROAD CROSSINGS

Report of Findings & Recommendations June 2008

Aims of Project:

- KOVE (Kilburn Older Voices Exchange) & Kilburn Sure Start to help improve quality of life in Kilburn & West Hampstead area by investigating what difficulties older people and parents with their young children have in negotiating road crossings and getting around safely.
- To make recommendations to the authorities over timings of Green Man crossings that will assist peoples mobility in getting around.
- To help promote road safety awareness with older people, parents and children.
- To facilitate on how to report and or complain about difficult road crossings, road hazards, bad parking, pavement obstructions etc.

Background

KOVE has consulted older people over getting around the area and they have told us about the lack of time that the 'Green Man' crossings give to pedestrians in Kilburn High Road and West End Lane and how anxious they feel in crossing the major roads. These concerns were also shared by Kilburn Sure Start parents with young children.

KOVE members carried out a survey of road crossings in Kilburn High Road and West End Lane. We identified 20 crossings and tested each of them for timing of the 'Green Man'. We also filmed some of the crossings partly to observe pedestrians road crossing behaviour (e.g. did people obey the crossing signals etc.) and to test out times with participating older people including wheelchair users. (See appendix 1)

KOVE & Kilburn Sure Start were also keen to work in partnership with authorities responsible for the crossings in this community research project. In this we enlisted the participation of KOVE network of older people, Camden Street Policy Team, Principle Service Development Officer, Camden Engineering Service, Camden Road Safety Team, Kilburn Town Centre Management, Acting Up Multimedia KOVE network of older people. (See appendix 2)

Project Plan:

- 1) Consultation with older peoples groups about road crossings. (June 2007 - March 2008)
- 2) Initial community research of road crossings including film making (August - November 2007)
- 3) Editing of film and consideration of findings in order to highlight recommendations and action (February to April 2008)
- 4) Presentation of findings and video film Spring 2008

Funding of project: KOVE began the project without any specific funding being identified. An application for funding from Kilburn & West Hampstead Partnership Community Chest was unsuccessful in April 2007. Limited funding for filming and facilitators time were met by KOVE. However we were successful in applying for a grant from an under spend from the Community Chest fund in March 2008. This helped to cover the costs of editing and production of video and launch of our findings in Spring 2008. KOVE acknowledges the Kilburn & West Hampstead Partnership for their financial assistance.

Approach & Methods:

KOVE members surveyed crossings and began to identify 'hot spots' where we noted the problems that pedestrians seemed to be having. A questionnaire was designed and we used this with Kilburn Sure Start parents and older peoples groups (see appendix 3). In addition KOVE has documented on video road crossings in action by testing them out with three wheelchair users, a parent with a buggy and other older people with disabilities.

Our approach and model of work is to involve members of the community. This layered approach means that we build up contact, trust and confidence of service users by including their experience and profile as a part of the project. By KOVE taking the lead, this approach appears to have been very successful - engaging people in the process, they are involved and are part of the project throughout to its conclusion.

Feedback from Older people on Getting Around & Road Crossings.

We have consulted older peoples groups and this has included contact with over 170 people about their views on road crossings (see appendix 3). They have reported unanimously that there is insufficient time allowed to cross.

In some cases this is affecting the independence of people with poor health and mobility problems causing anxiety over the shortage of time to cross, set by the road crossings authority. Older people suffering breathlessness and/or heart problems reported that this sometimes exacerbates their health condition.

Some minority community groups appear to have additional difficulties with managing road crossings. For example Somali elders have said that they are quite confused about the different types of crossings systems, inconsistency of times etc. Some Somali elders have reported that they are fearful and unconfident about getting around and in some cases it stops people going out, they would only go out with a family member, or would need to get a bus or even a taxi (which is expensive) to get around to avoid crossing busy main roads.

A selection of individual feedback about peoples experience:

"I have to break into a trot - I feel edgy and nervous."

"I get frightened."

"Sometimes you can't see the green man - (vehicles hide the sign) and the sound's off."

"Lights at junctions don't seem to be set together."

"Waiting times seem to change at different times of the day."

"Pedestrians too seem to have poor road safety sense."

Road Crossing Hot Spots:

Sainsburys/ Brondesbury Road - Kilburn High Road: Some people said that they found it difficult to cross here as it gets crowded with people and there is not enough time to cross (6 seconds). One person reported that she had to turn back half way as she was frightened.

Quex Road /Kilburn High Road Junction (9 seconds) "Cars don't always indicate that they are turning." "Some drivers feel that they have the automatic right to go when green light flashes."

Belsize Road/Abbey Road Junction (5 seconds) - "I feel vulnerable. There's not enough time to cross." One woman said that it was very difficult to get across when she is pushing a friend in a wheelchair.

People have reported to us that there are problems with vehicles stopping on crossings when Green Man is showing and that there should be a yellow box area to try and prevent vehicles from obstructing the crossing area.

KOVE has observed that some people have a low level of road safety awareness and are taking risks when crossing roads e.g. ignoring green man, stepping off pavement without looking, using their mobile phones when they should be concentrating on the traffic etc.

The groups that we have consulted are:

Davina House Sheltered Housing, Kingsgate African Caribbean elders, Abbey Community Centre Drop In, Kilburn Good Neighbours Scheme, Kilburn Irish pensioners, Kingsgate Sheltered Housing, Kilburn & West Hampstead Pensioners Action Association, Lauriston Lodge Sheltered Housing, Somali Cultural Centre, Spring Court Sheltered Housing, St Mary's Friendship Group, Sycamore Court Sheltered Housing, Vivian Court Sheltered Housing, KOVE steering group membership.

Summary of Findings of Survey

- KOVE community survey of 20 road crossings on Kilburn High Road and West End Lane discovered that the longest Green Man timing is 13 seconds and shortest is 5 seconds. Current systems of Green Man road crossings allows insufficient time to cross for vulnerable and disabled people in the community.
- KOVE has made a short video film in Kilburn & West Hampstead area with older people crossing including wheelchair users. This film highlights the insufficient time allowed on crossings and also identifies poor road safety awareness by some pedestrians.
- On busy main roads we found that vehicles are often obstructing crossings for pedestrians to be able to cross safely.

- Some people are crossing roads without due care and attention and do not appear to have much road safety awareness. Vulnerable people are taking risks when crossing roads e.g. ignoring green man, stepping off pavement without looking, using their mobiles when they should be concentrating on the traffic etc.
- There appears to be insufficient knowledge of how different crossings work. Pelican, Puffin etc. Also for people with poor vision and hearing loss not knowing about the rotating cone that can assist in knowing when it is safe to cross.
- The effect of the current crossings arrangements contribute to some older people losing their confidence in going out, using local shops and therefore are in danger of becoming isolated and more dependent. The recently launched Government initiative, Independent Living Strategy promotes the linking up of accessible services and facilities for people with disabilities. Positive changes such as longer pedestrian crossing times would contribute to this goal.

KOVE & Sure Start Recommendations:

1. Review of the current arrangements for monitoring of pedestrian crossings which are vulnerable to be blocked by vehicles. An action plan to be implemented including consideration of detection cameras, police surveillance and publicity to remind drivers that it is illegal to stop on crossings. (Transport for London, Metropolitan Police, Camden- Engineering Service, Road Safety Team, KOVE, Kilburn Sure Start)
2. In the longer term, consideration of a Yellow Box system (which would require new law) installed on pedestrian crossings so that similar penalties apply when drivers who enter box junctions. (Transport For London, Camden Engineering Service.)
3. Consideration of a pilot scheme on a 'Numbers Countdown' crossing system (as used in Denmark, Dublin, St Petersberg) so that people know how long they may have to safely cross the road. In the meantime make crossings more consistent in terms of types and publicise how they work! For example the 'blackout clearance period' period so that people can feel assured about the actual length of time that they have to safely cross the road. (Transport for London, Camden Engineers Service, Road Safety Team).

4. In order to raise the crossing time level to minimum 20 seconds. (our estimated average time for more vulnerable people to cross more safely) that the total 'blackout clearance period' be demonstrated and widely advertised to show that it is safe to cross, thus reassuring people that they have more time. Also at key crossings that can get very congested, particularly in busy shopping areas and where narrow pavements - that longer Green Man times be considered. Implement a pilot in Kilburn & West Hampstead area and if successful roll out across Camden. (Transport For London, Camden Engineers Service, Road Safety Team).
5. Increase level of road safety awareness for vulnerable groups in the community including older people. People need to be made more aware about road safety obstructions and hazards eg: road works, poor lighting, badly parked cars (and how to report them). Also, tips about good road safety including: safe routes, on crossings being patient! - leave enough time for your journey, take account of bad weather conditions etc. Be Seen! - wear clothes that stand out. Be a good pedestrian -role models for kids etc. (Camden Road Safety Team, KOVE, Kilburn Sure Start)

Appendix 1

Consultation with Older people in Kilburn & West Hampstead including numbers of people seen.

This was a mix of group discussions and individual contacts. Total:165 individuals

Davina House x 8

African Caribbean elders x 10

Abbey Community Centre x 4

Kilburn Good neighbours Scheme x 10

Kilburn Irish pensioners x 25

Kingsgate Sheltered Housing x 7

Kilburn & West Hampstead Pensioners Action Association x 26

Lauriston Lodge Sheltered Housing x 11

Somali Elders x 5

Spring Court Sheltered Housing x 10

St Mary's Friendship group x 8

Sycamore Court Sheltered Housing x 7

Vivian Court Sheltered Housing x 18

KOVE steering group membership x 15

Sure Start parents at two meetings plus community research involvement x 10

Appendix 2

Partners:

Barbara Emami - Sure Start Kilburn.

Acting Up Multimedia

Tom Allen Street Policy Team

Nirmala Sharma - Principle Service Development Officer,
Camden Engineering Service.

Camden Road Safety service.

Caroline Bourne & Roy Davey. Kilburn Town Town centre
Management.

KOVE network of older people.

25.6.07 mw

Appendix 3

Traffic Crossings Project Summer/Autumn 2007

Contact Name/Organization _____
Contact Number (optional)

1. Do you find that you have enough time when the Green Man lights up to cross safely?

2. If no, any specific crossings and timings that you wish to tell us about?

3. Do you have any suggestions to make crossing the road safer?

24.7.07

Appendix 4

Estimated timings on Green Man Crossings by KOVE (August-November 2007)

Kilburn High Road from Kilburn (Underground) Station to Maida Vale.

12 Green Man crossings (consisting of 4 at junctions, 3 at T junctions, 5 pedestrian)

Junction with Christchurch Avenue and Maygrove Road	7 seconds
Junction with Cavendish Road and Iverson Road	6 seconds
Pedestrian crossing - near Netherwood Street	7 seconds
Pedestrian crossing - near Buckley Street	8 seconds
Pedestrian crossing - near Buckley Road	8 seconds
Junction with Gascony Avenue	11 seconds
Pedestrian crossing - near Priory Park Road	9 seconds
Junction with Victoria Road and Quex Road	9 seconds
T junction crossing with Brondesbury Road	6 seconds
Pedestrian crossing near Belsize Lane	9 seconds
Pedestrian crossing near Kilburn High Road Station	6 seconds
Pedestrian crossing near Cambridge Avenue	6 seconds

West End Lane Mill Lane to Abbey Road

T junction crossing with Mill Lane	13 seconds
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Pedestrian crossing near Mill Lane	7 seconds
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Zebra crossing near Inglewood Road

Zebra crossing near library

Pedestrian crossing near West Hampstead Station Thames Link	8 seconds
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T junction crossing with Iverson Road	8 seconds
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Pedestrian crossing near West Hampstead Station Overground	5 seconds
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T Junction crossing with Broadhurst Gardens	5 seconds
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Remaining crossings going south along West End Lane are Zebra crossings until:

Junction crossing Abbey Road and Belsize Lane	5 seconds
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London Assembly Transport Committee work on pedestrian safety – Southwark Living Streets

Southwark Living Streets would like to make the following points about pedestrians in London. At their heart they boil down to 3 main points:

1. How should our society and in this case London accommodate the most vulnerable group of road users?
2. How can we develop an urban infrastructure which a) encourages health and quality of life positives such as active transport and people spending time outside in a way that enhances their sense of community and b) discourages the negatives such as road casualties, intimidation and air pollution.
- 3) Facilitates the sustainable economic development that high spending pedestrians can bring about with advantages to their local economy.

In the last few years the chickens have come home to roost through car-centric policies in London which at their very least are now resulting in far greater road danger for pedestrians.

1. Casualties & Pedestrians

- The trend of pedestrian casualties and especially the numbers killed and seriously injured has not seen improvement in the last five years.

Pedestrian casualties in London	Killed and Seriously Injured	Slightly Injured	Total
2012	1,123	4,143	5,266
2011	980	4,466	5,466
2010	913	4,478	5,391
2009	1,055	4,154	5,209
2008	1,208	3,919	5,127

- Another very significant trend is the change in risk of serious injury away from vehicle occupants towards “vulnerable” road users (cyclists and pedestrians) and especially in this case pedestrians.
- In 2008, pedestrians made up 34% of all those killed and seriously injured on London’s roads and car occupants 25%. By 2012, pedestrians made up 37% of those killed and seriously injured and car occupants 15%. Over time there has been a shift of risk away from motor vehicle occupant to vulnerable road users.
- In relation to older people, whilst those aged 60+ make up 15% of London’s population, they made up 54% of all pedestrians killed and 18% of those seriously injured in 2012. It is shocking to note that pedestrians aged 60+ made up 28% of all fatalities on roads in London in 2012.
- It is important to note that pedestrian casualties are occurring on our main roads. Policies which focus on making residential roads safer will not significantly reduce pedestrian casualties. In 2012, 74% of pedestrian fatalities, 73% of serious injuries and 67% of slightly injuries occurred on the main roads (classified as A or B).
- In relation to the speed limit, there were just 2 serious injuries on 20mph roads in 2012 compared to 1,036 on 30mph roads.

Overall, therefore, we have a picture of continuing large scale casualties amongst pedestrians (when the target is one of a significant decline up to 2020) and an increasing skew in road danger towards pedestrians and especially older pedestrians.

2. Poor Pedestrian Experiences and Road Design

Casualties are not the only story of being a pedestrian in London. In addition to the casualties there is the intimidation that pedestrians experience as they are often marginalised in order to permit the free movement of vehicles. Examples of this from Southwark include:

- The Bricklayers Arms flyover where the borough is cut in two by a flyover that carries very little traffic. There is very little pedestrian movement at all in this area which before the flyover was built was a bustling town centre.
- The gyratory roads around the Elephant & Castle which allow up to 4 lanes of traffic moving in one direction to dominate the whole area. Again the result is very little pedestrian movement on roads such as St George's Rd and Westminster Bridge Rd. On a smaller scale, the Bellenden Rd gyratory in Peckham reduces pedestrian movement significantly and cuts people off from surrounding green spaces.
- Key junctions without pedestrian crossing facilities. The most obvious of these are the junctions of the south Circular Rd and Lordship Lane, the junction of Borough High Street and St Thomas Street, the eastern arm of the Borough tube station junction and the junction of BHS with Trinity St and Great Suffolk St, the junction of Tower Bridge Rd and Abbey Street and Blackfriars Rd at its junction with Stamford St/Southwark St.
- Roads which have excess capacity/a motorway type layout such as Newington Causeway, Camberwell Road (south of Wyndham Rd) and Denmark Hill.

3. Walking and Poor Health

There is too the price we are paying as a society for subordinating the needs of our children to motor traffic. While diet is also a significant issue, the lack of activity of our children reveals itself at the most basic level in the statistic that whereas across England 19.2% of all Year 6 children are identified as obese, the level is 22.5% across London and as high as 28.5% in Southwark¹.

Many people are aware that while children playing out was a common sight up until the 1970s it is extremely rare now. Initiatives such as Playing Out and temporary street closures are extremely successful at encouraging children to populate our streets and get more activity outdoors.

¹ <http://fingertips.phe.org.uk/profile/national-child-measurement-programme/data#gid/8000011/pat/6/ati/101/page/0/par/E12000007/are/E09000002>

4. Possible Approaches

The following solutions are proposed which seek to both increase levels of pedestrian road safety and encourage active travel and activity outside by children and adults – we really need to see road casualty reduction and public health improvements as linked and not silos which operate apart from each other.

1. Slower speeds. Slower speeds are best achieved with a combination of road design, speed limits, enforcement and (emerging) the use of vehicle technology (such as intelligent speed adaptation). Initial work should be targeted on high streets and town centres with above average casualty rates and the following tools should be used:

- 20mph speed limits
- Average speed cameras (set for 20mph)
- Carriageway capacity reduction (but allowing for segregated cycle lanes on main roads)
- Mandatory ISA on all commercial vehicles operating in London by 2020 based on the TfL digital speed map.
- No construction vehicle to be allowed to drive at more than 20mph except on arterial roads.

2. Road Traffic reduction strategies (to reduce pedestrian casualties and improve air quality; motor vehicles are the most significant contributor to poor air quality).

- The extension of congestion charging throughout the area within the north and south circular roads by 2020.
- The introduction of a clear policy of removing permeability by motor vehicles through whole neighbourhoods to reduce the traffic impacts of vehicles and make those neighbourhoods far more favourable to walking and cycling.
- The introduction and roll out of a freight consolidation strategy to reduce vehicle freight movements in London along the lines of the Regent Street initiative². Investigate the more widespread use of cycle deliveries.

3. Crossings. Introduction of fair crossings for pedestrians.

- Set assumed walking speed to 0.8 metres / second
- Review cycle times to remove absurdly long waiting times for green man at many crossings in London which encourage dangerous crossing behaviour.
- Remove multi-stage crossings for pedestrians (eg former southern roundabout at the Elephant & Castle) and replace with single stage crossings.

4. Encouraging children to play outside.

- Roll out of Playing Out³ to interested boroughs.
- Removal of area-wide permeability for motor vehicles (see point 2 in 2 above).
- Traffic reduced to movement at maximum of 20mph.

5. Pedestrian friendly development.

- Major property developments to incorporate safe and convenient access by pedestrians, ensured by conditions in planning consents.
- At least a quarter of Community Infrastructure Levies devoted to measures to help pedestrians.

² <http://www.tfl.gov.uk/assets/downloads/businessandpartners/Regent-street-case-study.pdf>

³ <http://playingout.net/>

6. Making high streets thrive.

- Work with local businesses to improve the public realm to make high streets safe and attractive, at least as inviting as people find out of town shopping malls.
- Measures to include:
 - freeing up kerb space for pedestrians to cross roads
 - avoid the air pollution at buggy-height caused by cars manoeuvring into parking spaces
 - frequent safe crossings to encourage shopping on both sides of streets
 - trees, flowers and seating
 - wide footways
 - street art by local artists
 - parklets sponsored by local businesses
 - participation in Open Streets events
 - lockers to leave purchases during long shopping sessions
 - Parking charges for out-of-town shopping centres
 - Street clutter reduction programmes – removal of intrusive road signs from pavement to carriageway!

7. Road Justice

- Presumed liability with civil burden of proof reversed in collisions involving pedestrians and cyclists. Children, elderly and disabled are never held accountable for their actions/mistakes.

Southwark Living Streets – 11th December 2013

Submission to London Assembly Transport Committee from Wandsworth Living Streets

GENERAL COMMENTS

1. **We ask the London Assembly to remind the TfL Better Junctions Review to continue and intensify building into their proposals, *elements that protect and facilitate pedestrians (and not just cyclists and drivers)*.** The Better Junctions Review arose because of a recognition that junctions are especially dangerous locations, as measured by KSIs, and so need very special attention from TfL which should include a holistic, all-user, approach.

2. **We recognise that there are many places in London which have benefitted from measures to improve walkability and the public realm more generally.** Such examples will, we hope, encourage TfL officers and London Assembly members to bear in mind that there is good practice around, and that they in London have instituted many examples of good practice. **What is needed is a much wider roll-out in *all* future changes to roads that TfL is responsible for of such pedestrian-inclusive thinking**, building on precedents TfL has already often put in place in particular locations.

3. **There is a pressing need to roll out 20mph speed limits on all TfL routes along High Streets** - both as a road safety measure for pedestrians and cyclists; but also **as a means to enhance high streets so that pedestrians feel safer there and find them more inviting.** In its thinking about TLRN on high streets, **TfL needs to recognise that it has a powerful role to play in contributing to economic regeneration.** This can encompass measures including simple, low-cost changes which improve pedestrian amenity and strengthen the 'place' function of high streets and town centres, such as putting in seating to encourage people to linger.

4. In London, pedestrians are at greatest risk when crossing the road. **Being able to cross the street safely is, along with high quality pavements, *the** key element of physical infrastructure for walking.** Again, TfL has a major role to play in ensuring that it is easy, quick and safe for people to cross the street, whether this be via informal crossing made easy via slower vehicle speeds; crossings located where people wish to cross; signalised crossings that don't unduly delay pedestrians or make them feel harried when crossing on the 'green man'; removal of pedestrian guardrail which so often obstructs pedestrians' desire lines; ensuring that all crossings are fully accessible; and ensuring that crossings are properly maintained.

5. We note from Census data that the population of the London borough of Wandsworth is growing strongly. At the same time, the percentage of households who are choosing not to own a car has increased substantially since 2001. **Wandsworth's experience** matches that across London as a whole, and **reinforces the case for improving conditions for walking, as a benign, space-efficient and healthy mode of transport.**

SPECIFIC RESPONSES TO THE LONDON ASSEMBLY'S QUESTIONS

What are the key concerns for (older, disabled) pedestrians in London?

Footways

* Narrow pavements, obstacles on pavements such as cars parked on pavements (including 'half-on, half-off' parking), poorly located street furniture and fittings, rubbish bags and

commercial advertising and encroachment

- * Poor surfaces (including icy surfaces, in winter)
- * Lack of continuity of footways at side road crossings, often even without a dropped kerb
- * Crowded narrow pavements - particularly uncomfortable and difficult for older and disabled pedestrians
- * Lighting is particularly important for more vulnerable users
- * Closely parked cars can make it difficult for pedestrians to get to and from pavements, especially when encumbered
- * TfL and local authorities' resistance to the idea that parking provision for pedal cycles can be provided on the carriageway

Crossings and safety

- * Inability for informal crossing as traffic speeds often too high and too many lanes of traffic to cross
- * Lack of formal crossing points and poor location and quality of crossing points - few and far between; long waiting times and short crossing times; not all have tactile cone
- * A number of crossings on main roads are staggered crossings that increase crossing time and distance to be covered; are inconvenient for wheelchair users and buggy pushers as require three additional right angle turns; confusing for the same reason for visually impaired users, with the added danger that the indication of the stagger is often a small raised kerb which is a trip hazard or a raised central island which gives no indication of the stagger to a visually impaired person
- * Permitted car parking close to junctions, including junctions with side streets, can make it more difficult and dangerous to cross the major road
- * Medians (raised central traffic islands) provided often have no dropped kerbs to allow a wheelchair user to use them
- * Pedestrian refuges are meanly proportioned and offer little protection for users, especially with children; in many cases, zebra crossings would provide a better facility for pedestrians
- * Some crossings are poorly drained (hence flooded after rain) which reduces their usefulness to pedestrians, who have to stand back for fear of being splashed by passing motorists - suggesting that design and maintenance issues need to be addressed

What should be the key focus of TfL's road safety programmes?

- * Slower traffic speeds and volumes
- * Modal filtering of motor traffic to reduce rat runs
- * Treatment of all side road junctions to improve pedestrian priority and continuity of footway
- * Widening of footways so that pedestrians do not have to walk on the carriageway
- * Presumption against allowing 'crossovers' on footways, since these both create danger for pedestrians and degrade the walking environment
- * More frequent crossing points on desire lines that have quicker response times and longer crossing times
- * All traffic signals to have a pedestrian phase
- * Complex junctions to be simplified to allow intuitive pedestrian movement in the shortest time and along desire lines
- * Staggered crossings to be all made straight across
- * No mixing of pedestrian and cyclists on the footway in high footfall urban centres
- * Cycling improvements should not be at the cost of pedestrians. Rather, space and time should be reallocated from motorised modes to human-powered modes. Cycle route separation from general road traffic should be permeable for pedestrians

What changes to the pedestrian environment would encourage people to walk more?

All of the above, but with further incentives to walk more and drive less, including

- * Wider footways or landscaping as replacement for car parking spaces
- * Adequate and good quality seating along routes
- * Adequate and good quality public toilet facilities
- * Good quality bus routes (including Countdown information about bus running in real time)
- * Good quality public realm with planting and green areas and street trees for shade and air pollution reduction; also public drinking water fountains (this would also reduce lorry movements)
- * Proactive working with landlords to take responsibility for greening and brightening up their buildings, to help create more interesting and pleasant streets

Examples of good and poor practice in street design for pedestrians (in London Borough of Wandsworth)

Good examples

- * Removal of pedestrian guardrailing, introduction of diagonal crossing at main crossroads, removal of slip road onto Lavender Hill associated with creation of small public space, as part of streetscape improvement scheme in Clapham Junction town centre
- * Good side-road entry treatments, including the recently installed entry treatments on side roads at St John's Road, also part of Clapham Junction streetscape scheme
- * Some modal filtering examples e.g. behind Putney Exchange, which has created a network of pleasant local streets. (But progress on modal filtering seems to have stagnated in recent years)
- * More attractive, less cluttered space around Earlsfield station and approaches on foot

Poor examples

- * Queens Circus, Battersea - currently no pedestrian crossings and failure to provide safe on-road conditions for cycling mean that this is an unpleasant location to travel around on foot, which ignores the 'gateway' nature of this location - both as an access point for Battersea Park and an entry point (via Chelsea Bridge) to Battersea
- * Poor conditions for pedestrians at a number of major junctions in Wandsworth - main issues are multistage crossings rather than a single crossing (e.g. crossing Wandsworth High Street at jn with Buckhold Road), delays and limited time to cross. Difficulties also arise from lack of enforcement against encroachment by queueing drivers on signalised crossings. TLRN generally poor in these respects, but not unique to TfL-controlled roads; a notable example being the poor quality pedestrian crossing provision at the southern end of Putney bridge at its junction with the Lower Richmond Road

Wandsworth Living Streets
www.wandsworthlivingstreets.org
@WandsLS

December 2013

I am a deaf chair of Hammersmith and Fulham Disability Forum and the council consult us on proposals for pedestrian improvements. We have site visits with officers so am happy to share our experiences.

From the perspective of deaf pedestrians we

- look at sight lines to ensure deaf pedestrians can see traffic coming
- Do not support informal crossings near bus stops unless they are behind the bus (if they are in front of the bus the deaf person will have no warning if a motorist overtakes a stationary bus)
- Support controlled crossings and in particular countdown crossings (where the number of seconds left is recorded)
- Support the Living Street campaign for 3 extra seconds on controlled crossings. This is important as able bodied people can speed up if they hear cars revving up on amber and green whereas many disabled people may have to wait at busy crossings until others have left before starting to cross e.g people with assistance dogs; wheelchair users; blind and visually impaired people including deaf blind people
- Dislike cyclists on pavements or shared space as we cannot hear them coming.

Yours sincerely

Jane Wilmot OBE

Chair

Hammersmith and Fulham Disability Forum



Shakespeare Business Centre
245a Coldharbour Lane
London SW9 8RR

info@roadpeace.org
www.roadpeace.org
Tel: 020 7733 1603

Causing death by driving in London (2012)

Key findings

- Over half of road deaths in London lead to a prosecution, one-third result in a conviction for causing death by driving.
- In 2012, 83 drivers were prosecuted for causing a death by driving in London.
- 49 drivers were convicted of causing a death (59% conviction rate).
- Causing Death by Careless Driving was the most common charge.
- Prison sentences were given to almost all those convicted of Causing Death by Dangerous Driving and Causing Death by Careless Driving Whilst Under Influence of drink, and to most of those convicted of Causing death by driving unlicensed, disqualified or uninsured drivers.
- Just over 1/3 of those convicted for Causing Death by Careless Driving were given a prison sentence.

Collisions and proceedings

Drivers involved in fatal collisions are not always prosecuted – they may die, they may not be responsible or there may be insufficient evidence to bring a case. The exact proportion is not publicly reported (or even recorded); estimates from combining the DfT casualty data with the MoJ court data are approximate, as the year a court case enters the statistics may differ from that of the death. Assuming there were around 146 fatal crashes, almost 60% lead to a driver being prosecuted with over a third resulting in a conviction¹.

Proceedings and convictions

The most common charge was Causing Death by Careless Driving with 36 drivers prosecuted and 18 convicted. The overall 50% conviction rate masks 100% conviction rate in Magistrates Court and only 40% conviction rate in Crown Court).

Table 1 Proceedings and Convictions, London (2012)

Offence	Magistrates Court		Crown Court		Total		
	Proceedings	Guilty	Proceedings	Guilty	Proceedings ¹	Guilty	Conviction Rate
Causing death by dangerous driving	-	-	23	15	23	15	65%
Causing death by careless driving under influence of drink or drugs	-	-	2	2	2	2	100%
Causing death by careless or inconsiderate driving	6	6	30	12	36	18	50%
Causing death by driving unlicensed, disqualified or uninsured drivers	2	-	11	9	13	9	69%
Causing death by aggravated vehicle taking	-	-	7	4	7	4	57%
Total	8	6	75	43	83	49	59%

¹ Proceedings excludes cases in Magistrates Court committed for trial in Crown Court

¹ The 83 court cases in 2012, were drawn from the 133 fatal crashes of that year and from the 159 of the year before.

- Of the 23 drivers prosecuted for Causing Death by Dangerous Driving, 15 drivers were convicted (65%). Some of the drivers who were acquitted of Causing Death by Dangerous Driving may have been convicted of the alternative charge of Causing Death by Careless Driving.
- Only two drivers were prosecuted for Causing Death by Careless Driving Whilst Under the Influence with both convicted.
- Of the 13 drivers prosecuted for Causing Death by Driving whilst Unlicensed, Disqualified or Uninsured, nine were convicted (69% conviction rate).

Sentencing

Overall, 29 drivers were given custodial sentences, including 14 of the 15 drivers convicted of Causing Death by Dangerous Driving and both drivers convicted of Causing Death by Careless Driving whilst under the Influence. Prison was also imposed on the majority of those convicted of For Causing Death by Driving whilst Unlicensed, Disqualified or Uninsured.

Table 2 Sentences for causing death by driving, London (2012)

Offence	Immediate custody	Community sentences	Fines	Other disposals	Total ¹
Causing death by dangerous driving	14	-	-	1	15
Causing death by careless driving under influence of drink or drugs	2	-	-	-	2
Causing death by careless or inconsiderate driving	6	5	-	6	17
Causing death by driving unlicensed, disqualified or uninsured drivers	7	1	-	2	9
Causing death by aggravated vehicle taking	-	1	-	-	1

¹ Magistrates and Crown Courts

Table 3 Custody for Causing death by driving, London (2012)

Offence	Under 12 months	12+ to 18 months	18+ to 24 months	2+ to 3 years	3+ to 5 years	5+ years
Causing death by dangerous driving	0	0	0	2	6	4
Causing death by careless driving under influence of drink or drugs	0	0	0	0	1	1
Causing death by careless or inconsiderate driving	3	1	1	0	0	0
Causing death by driving unlicensed, disqualified or uninsured drivers	5	1	0	0	0	0
Causing death by aggravated vehicle taking	3	0	0	0	0	0
Total	11	2	1	2	7	5

Which court?

The government is currently reviewing the case mix of the court system. Both Causing death by dangerous driving and Causing death by careless driving under influence of drink or drugs must be heard in the Crown Court, the other three charges can be heard in either court. RoadPeace has campaigned for all fatal trials to be heard by the Crown Court as bereaved families are outraged that these cases are tried alongside petty theft cases in the Magistrates Court.

- 8 drivers were prosecuted for causing death by driving in the Magistrates Court. This included 6 drivers prosecuted for Causing Death by Careless Driving and 2 drivers for Causing Death by Driving whilst Unlicensed, Disqualified or Uninsured. These are the only two causing death offences which can be tried in the Magistrates Courts.
- Only 3 drivers were sentenced in the Magistrates Court with the rest sent up to the Crown Court for sentencing.
- Over 95% of drivers were sentenced in the Crown Court, with most also tried there.

Since our start in 1992, RoadPeace has campaigned for all culpable road deaths to be prosecuted as manslaughter. At a minimum, they should be all tried in the Crown Court. Bereaved families understandably resent the death of their loved one being considered alongside petty crimes.

Data source

The Ministry of Justice publishes data on motoring offences at the national level, with summary data provided for each police force. As in previous years, RoadPeace submitted a Freedom of Information request for the statistics for London. Unlike in previous years, our request was denied and then our appeal rejected. The MOJ subsequently released the data in January 2014, more than six months after it was first requested.

It should be noted that the data provided by the MOJ is for counts of offences, not drivers. If a driver has caused the deaths of two people, this is shown as two prosecutions. But as it is very rare for a driver in London to kill more than one person, the data is presented by driver.

Reference: Ministry of Justice (2014), Motoring Offences 2012, Tables 6.1-6.12, London.



Shakespeare Business Centre
245a Coldharbour Lane
London SW9 8RR

info@roadpeace.org
www.roadpeace.org
Tel: 020 7733 1603

Criminal convictions and pedestrian and cyclist deaths in London July 2013

1 Introduction

The lack of linkage between collision records and criminal convictions is a well known problem and hinders transparency as well as the understanding of how often and who is being held criminally responsible for causing a collision.

Since its start, RoadPeace has called for the legal outcome of collision investigation to be monitored. And TfL has responded. The legal outcome of fatal collisions involving pedestrians and cyclists in London was reviewed in two research studies commissioned by TfL. For the pedestrian deaths study, TRL reviewed 197 fatal collision files from the total of 446 pedestrian fatal collisions that occurred in London between 2006-2010 (TRL, 2012). For cyclist deaths, TfL conducted a review of 40 cyclist deaths and 194 life changing injuries to cyclists from 2007-2010 (TfL, 2012).

The findings are summarised below.

2 Pedestrian deaths and criminal convictions

Of the 197 drivers involved, 68 were convicted of a driving offence as a result of the collision (35%). The most common charge was reported to be Careless Driving (40). The report did not differentiate between Careless Driving and Causing Death by Careless Driving. The new Causing Death by Careless Driving charge came into force during the middle of the study period but it is still possible to charge a driver with Careless Driving after a fatal crash and not hold them responsible for causing the death.

Table 1: Criminal convictions following a pedestrian death, London (2007-2010)

Fatal crashes involving...	Pedestrian deaths	Driver convictions	Conviction rate	Careless driving	Dangerous driving	Speeding	Other motoring
Motorcyclists	14	6	43%	2	2	2	1
Bus/coach	33	6	18%	5	1		
Speeding vehicles	31	26	84%	10	14	5	8
Alcohol impaired pedestrians	46	9	20%	5		5	
Pedestrians at crossings	49	20	41%	11	8	2	8
Pedestrians near crossings	37	8	22%	3	1	2	3
Pedestrians on the pavement	12	8	67%	5	4		1

Note: some drivers were convicted of more than one offence

As seen in Table 1, not all crashes involving speeding vehicles or even pedestrians being hit and killed on the pavement or on a crossing resulted in a conviction. No information was provided on why there was no conviction. The report also noted that vehicle speed was known in 122 of the 197 cases. It also reported that whilst most drivers were convicted of one offence (52), there were 11 drivers convicted of two offences and five drivers convicted of three or more offences.

Conviction rates varied by vehicle type. Almost half of all car and motorcycle driver/riders were convicted (43%), compared to under a fifth of HGV drivers and bus/coach drivers (18%).

Whilst the report did not provide conviction data for all pedestrian deaths, it did state that

- For the 27 pedestrian fatal crashes involving HGVs, three drivers were distracted but all were compliant with the law except for one who was speeding (pg 56).
- Amongst the 18 child pedestrian deaths, two of the vehicles failed to stop at the scene and two were travelling over the speed limit (pg. 63).
- With the 41 elderly pedestrian deaths, two drivers were speeding and two cars and two HGVs failed to stop (pg 69).

This suggests that convictions are very rare following a pedestrian death involving a child (10%), elderly person (5%) or HGV (3%). There was no discussion in the report on the implications of the lack of prosecution in cases involving law breaking or the very vulnerable (young and old pedestrians).

3 Cyclist deaths and serious injuries and criminal convictions

TfL undertook a study into the *“Killed and Seriously Injured” (KSI) pedal cycle collisions and the London criminal justice system*.

Table 2: London cyclist fatal collisions (2007-2009)

	fatal crashes	prosecutions	convictions	prosecution rate	conviction rate
2007	14	3	3	21%	67%
2008	13	8	2	62%	25%
2009	13	8	1	62%	13%

Source: TfL, 2012

This research provided information on prosecutions as well as convictions. For the sample of life changing cycle injury collisions, the prosecution rate was reported to have increased from 53% in 2007 to 78% in 2009 (TfL, 2012).

More information on charges and sentencings are provided in Appendix A for both the fatal and life changing injury collisions.

There was wide fluctuation in the prosecution and conviction rate of fatal collisions but this was influenced by the small numbers involved. Nor is it possible to draw any conclusions from the larger life changing injury sample as they were not a representative sample.

4 Summary

The legal outcome of fatal collisions involving pedestrians and cyclists in London was recently reviewed. This information is not regularly monitored and has been a key call for RoadPeace. In response to TfL's review of cyclist killed and seriously injured and the criminal justice system review, RoadPeace, LCC and CtC called for an annual review of the legal outcome be published. This recommendation was accepted by TfL and the Cycle Risk Working Group in spring 2012 but as of July 2013, no further data on the legal outcome of even fatal cycle collision investigations had been released.

This will not be the last time prosecution and conviction data is studied in London. TfL has proposed to conduct a review of pedestrians killed and seriously injured experience in the criminal justice system, similar to the previous cyclist study.

It is important that lessons are learned as data on the legal outcome has not been provided consistently. In the pedestrian fatal research:

- conviction data was not provided for all deaths
- no prosecution data was provided.
- criminal charges not specified correctly

Despite these data weaknesses, enough information was given to cause concern, especially for the lack of criminal prosecution following a child or elderly pedestrian death or that involving an HGV, as well as those deaths involving speeding or a pedestrian on the pavement or a crossing. Reasons for No Further Action decisions by the police should be a priority for future research studies.

References

TfL (20012), "Killed and Seriously Injured" (KSI) pedal cycle collisions and the London criminal justice system 2007-2009
TRL (2012), Pedestrian fatalities in London (2006-2010)

Appendix A: TFL "Killed and Seriously Injured" (KSI) pedal cycle collisions and the London criminal justice system, 2012.

Offences charged and outcomes of fatal pedal cycle collisions taken to court, 2007 - 2010

Year	Offence Type	Outcome
2007	S1 - Death by Dangerous Driving	£2,500 fine, 5 year disqualification
	S1 - Death by Dangerous Driving	30 months imprisonment, 6 month disqualification, extended re-test
	Without Due Care / Fail to Stop	18 weeks imprisonment (suspended 2 years), disqualification 12 months, 200 hours CSO
2008	Manslaughter & Death by Dangerous Driving	Guilty
	S2B - Death by Careless Driving	150 hours CSO, 12 months disqualification, extended re-test
	S2B - Death by Careless Driving / Fail to Stop	6 months imprisonment (suspended 2 years), disqualification 10 years
	S2B - Death by Careless Driving	Not guilty x 2
	Without Due Care	Guilty
	Without Due Care	Not guilty
2009	Without Due Care, Excess Speed, Fail to Comply Sign	Not guilty
	Defective Eyesight	£200 fine, £150 costs, £15 victim surcharge, 3 penalty points
	S1 - Death by Dangerous Driving / Fail to Report	Death by Dangerous Driving Dismissed, Fail to Report Discontinued
	S2B - Death by Careless Driving	7 years imprisonment, disqualified for life
	S2B - Death by Careless Driving	Case discharged
	S2B - Death by Careless Driving	Not guilty x 3
2010	S2B - Death by Careless Driving	Dismissed
	Open car door to danger	£300 Fine, £1137 costs, £15 Victim charge
	S1 - Death by Dangerous Driving	31 months imprisonment, 3 year disqualification, extended re-test
	S1 - Death by Dangerous Driving	Not guilty
	S2B - Death by Careless Driving	16 weeks imprisonment (suspended 24 months), 120 hours unpaid work, 12 months disqualification, extended re-test
	S2B - Death by Careless Driving	Case discharged x 2

Source: Traffic Serious Casework Unit, Met Police

Offences charged and outcomes of non-fatal pedal cases investigated by TSCU, 2007 - 2010

Year	Offence Type	Count	Outcome
2007	WDC	11	5 x range of fines & PPT; 3 x unknown; Record only; Not guilty, Not proved
	DOA	2	£100 fine & 3 PPT; £200 fine & 4 PPT
	Open Door to Danger	2	£500 fine; unknown
	WDC & Fail to Comply ATSI	1	On unscheduled list - summons not served
	WDC & FTS	1	Borough dealt with - unknown
	WDC & No Insurance	1	Unknown
	WDC, No Insurance, DOA	1	Unknown
	Unknown offence	2	Discontinued; Disqualified 6 months, £60 fine & £300 costs
2008	WDC	21	14 x range of fines / PPT / disqualification; 2 x not guilty; 5 x unknown
	Open Door to Danger	2	£50 fine; unknown
	Careless Cycling	2	£65 fine; £50 fine
	DOA & No Insurance	1	Unknown
	DOA & WDC	1	DOA withdrawn as Slovakian driving license, WDC - £300 fine & 4 PPT
	FTS, FTR, No Insurance	1	£420 fine & 7 PPT
	FTS & No Insurance	1	Unknown
	No Insurance & Open Door to Danger	1	Proved in Absence - warrant issued & no result
2009	WDC	12	8 x range of fines / PPT / disqualification / costs; 1 x dismissed; 3 x awaiting court result
	DOA	2	£110 fine & 3 PPT; £610 fine & 8 PPT
	Open Door to Danger	2	£160 fine; £250 fine
	Careless Cycling	1	£380 compensation
	Defective Tyres	1	£250 fine & 3 PPT
	DOA & No Insurance	1	£100 fine & 6 PPT
	No Insurance	1	£220 fine & 6 PPT
	WDC & No Insurance	1	£75 fine, £115 costs & 4 PPT
	WDC, DOA & No Insurance	1	£450 fine & disqualification 2 years
2010	WDC & Careless Cycling	1	Discontinued
	WDC	14	x range of fines / PPT / victim support / costs; 1 x National Driver Awareness Course; 1 x dismissed; 1 not guilty; 1 x awaiting court result
	Dangerous driving	1	No result at present (trial late 2011)
	Riding on footway	1	£80 fine, £40 costs, £15 victim support
	WDC & Exceed speed	1	£310 fine, £85 costs, £15 victim support, 6 PPTS
	WDC & No insurance	1	Discontinued

Source: Traffic Serious Casework Unit, Met Police