

Police and Crime Committee – 11 February 2016

Transcript of Agenda Item 7 – Crime on London’s Roads

Joanne McCartney AM (Chair): We will move on now to our main item this morning, which is crime on London’s roads. I would like to welcome our guests to this meeting. We have Chief Superintendent Paul Rickett from the Roads and Transport Policing Command (RTPC) of the Metropolitan Police Service (MPS). He is joined by Harriet Harvey, Senior Commercial Manager, MPS, Steve Burton, Director of Enforcement and On-Street Operations, Transport for London (TfL), and Tom Bogdanowicz, Senior Policy and Development Officer for the London Cycling Campaign (LCC). Can I welcome you all? We have one further guest, Amy Aeron-Thomas from RoadPeace, but I am sure she will be joining us shortly. Can I thank you all for attending today?

I am going to start with a general question, primarily to the MPS and TfL to start. It is really about how you define crime and anti-social behaviour on the roads and how you measure it. Perhaps, Paul, I could start with you.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Certainly. Good morning, Chair and Members. The challenge of policing crime and anti-social behaviour on the roads in some instances has its specialities around some of the more technical legislation, but if you look at some of the anti-social behaviour that is driven by vehicle usage, for example, there are pockets of individual problems across London, some of which have a seasonal aspect to them. Therefore, there is no simple answer about what the definition is of crime and anti-social behaviour. On the one hand, you have the wider crime reduction aspect of denying criminals use of the roads and that is more of a pan-London, pan-business group effort that the MPS is engaged in. Where the RTPC fits in is very much around the partnership with TfL in trying to ensure that the transport network, including the arterial routes and local roads, are as safe and reliable as a form of transport to drive London and its daily business.

Joanne McCartney AM (Chair): Obviously, you collect crime data with regards to criminal offences. Perhaps I can move to Steve Burton. How does TfL define it and is it a common definition that you work to?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): It is. Good morning to everyone. Crime and anti-social behaviour on the road network is a fairly broad church of activities. It ranges from, as Paul said, denying criminals the use of the roads, speeding and very hard-edged criminal activities right the way down to a range of anti-social behaviours that are not crime *per se* but end up being dangerous behaviours and impacting on other road users.

One of the pieces of work that we are in the process of developing in TfL, which we are working with the MPS on, is that we have identified a number of sources of road danger and five key areas of activity and behaviour that drive the dangerous behaviour. Some of those are criminality and some of them are in a broader sense anti-social behaviour. From our perspective, we focus on travelling too fast, which is speeding but can also be driving too fast for the conditions on the road, which may well not be a criminal offence *per se* but could deliver danger. There is distraction, which includes mobile phone use and not focusing on driving safely or using the road safely, and risky manoeuvres, which is one of the things that Operation Safeway very much focuses on, which is when you are at junctions and you are moving in and out of traffic, the types of manoeuvres you use. There is driving under the influence of alcohol and drugs, which is very much a criminality issue, and failing to comply with the laws of the road. There is a whole range of insurance issues

and other hard-edged criminality. It is a very broad area and essentially we are focused on what behaviours and actions cause danger on the roadway to other users.

Joanne McCartney AM (Chair): Thank you.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Could I just add to that? The thing that has changed relatively recently about the way we approach this is that it is a problem-solving approach and having the ability to get a greater understanding of what drives those sources of danger because they are key elements that we see in collision statistics. Our investigations show that there are themes of causation. Our view is that we have to get to the root cause in the same way that we did with crime problem-solving, in the same way as you would do with your situational crime prevention activity. We are trying to apply that same methodology to collision prevention and road safety in its broader sense.

A classic example of that would be the Collisions Joint Tactical Action Group that has been formed recently between us and TfL. What we are looking at there are some key locations across London that have been perennial collision hotspots. I use this as an example because it is one that is still very dear to my heart. I was the Borough Commander at Tower Hamlets back in 2008. The junction at what we know as Mile End Crossroads was a hotspot and it still is now. We have said, "How is that?" There have been five key locations selected and there is a joint group of practitioners, analysts and experts so that we can actually get beneath the causation of that. It might be a design issue. It might be layout. Who knows what it could be? The fact is that it cannot be right that there is still a collision hotspot that has been in existence for a number of years. We have to be able to problem-solve that out. All we are doing is going back to the same junctions either with [Operation] Safeway or reactively doing investigations and it is just not an effective use of our time.

Joanne McCartney AM (Chair): Are you confident that the categories that you use to measure crime and anti-social behaviour provide you with a detailed picture so that you can then decide how you allocate your resources?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): My response to that would be that under the umbrella, if you like, of the London Transport Community Safety Partnership, which we co-chair with the British Transport Police on a rolling basis, most of the agencies that have a part to play in making the transport network safe in its broadest sense are represented in that group. We follow exactly the same principles as the rest of the MPS on the National Intelligence Model and we come up with a strategic assessment and out of that falls our control strategy, which is the priorities that we are going to invest in as the RTPC. Everyone gets a chance to contribute to the strategic assessment. We are going through the annual refresh at the moment. We think the three themes with the six Cs broadly capture the most important elements of the work that we should be doing under the terms of the agreement with TfL. However, it is an iterative process and those priorities will change and evolve as the demands on roads policing in its widest sense change and evolve across London.

Joanne McCartney AM (Chair): Perhaps I can come to Tom and Amy [Aeron-Thomas] now. Are you satisfied that the MPS and TfL do have an accurate picture of the true pattern of crime and anti-social behaviour on the road network?

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): No. I would probably share the same view as Amy, which is that road crime does not appear to be treated with the same level of seriousness as other kinds of crime. That is whether it is a question of resourcing, whether it is a question of data provision, whether it is a question of analysis and drawing the lessons learned. As you know, I represent the LCC and we have been trying to improve conditions for cycling on the roads and reduce conflict, which in turn should mean less work for the police and enforcement agencies. By creating the sorts of routes that we are seeing being built over the other side of the river, something we campaigned for, we hoped that

that would reduce the incidence of road crimes and indeed road collisions. Road collisions take up an awful lot of police time and they are disruptive to traffic. By reducing these incidents, we look forward to having better conditions.

We have also been campaigning for not only improved routes but also better conditions for lorry drivers. We would like all lorry drivers to be able to see fully out of their vehicles by having panoramic vision-type lorries - like dustcarts - and that again should assist with the quantity of incidents and collisions that take place on the roads. There would be less excuse for saying, "There was a blind spot, your Honour".

Joanne McCartney AM (Chair): On all of those things we do have questions later on them, but that was very helpful because we are going to go into them. In terms of whether they are measuring the right things, do you think they are?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): No, I do not think so because we do not have any baseline surveys. We really do not know whether speeding is getting worse or getting better in London, nor drink-driving, nor using mobile phones. We do not have a baseline. We really just do not know which way it is moving.

Also, I wanted to come back to the focus on collisions because the problem is that so often people forget that the vast majority of driving offences do not involve a collision. Even when we are looking at the collisions, we are looking at causation factors and contributory factors. We think that there are some problems around those. We know that less than a third of casualty collisions have a driver who is breathalysed. We know that it is rare; sorry, police will always check a driver's eyesight after a fatal or a life-threatening but it is not done after injury collisions, not even night-time injury collisions. They do not check mobile phones. This is not a criticism of the police; they just do not have the resources. Therefore, no, I do not think we have a good understanding of the real risk factors.

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): One of the issues that has been brought up by Jenny Jones [AM] on previous occasions is the question of hit-and-runs. We have seen hit-and-runs increase. In terms of measures, that is one of the very few measures that we have of how enforcement is going. If the number of hit-and-runs is increasing, that is a concrete number because people report those incidents. That could be an issue that the police could address and would be an indicator of enforcement as a whole.

Joanne McCartney AM (Chair): Presumably - and perhaps I could come back to Steve and Paul [Rickett] - you have looked at these issues?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): I would generally agree that we need to do more about collecting intelligence data. Paul mentioned that increasingly we are taking a similar approach to road safety issues as we have traditionally with crime. One of those issues is to look at causality and to look at the equivalent of 'near-misses' in health and safety terms. We would agree that we need to make more progress on baseline surveys, on measuring particularly the anti-social behaviour. We have a reasonable understanding of the criminality end. I absolutely buy into the fact that a number of our measures of criminality are actually activity measures and can be driven by police activity.

However, the piece of work around sources of danger is very much trying to drive us into a position where we start to understand why and how things are happening. You can always do more to gather more intelligence. Getting onto a rational footing about problem-solving, about intelligence analysis and root-cause analysis - which has been done to great success, actually, in the pure crime area by the police to some extent - is an area that we really want to move into. We recognise that we need to work with key stakeholders to understand better.

When a collision does not happen - what has been said is absolutely right - we need to understand that. It is similar to health and safety. If an accident does not happen, it does not mean that there is not potential for an accident. Taking that approach where we look at whether we can enforce, educate, engage, re-engineer the roads is absolutely an approach we could take. Later on we might get on to some of the work that we are trying to do with the MPS about trying to better define and understand the causalities behind the problems we have on the network.

Joanne McCartney AM (Chair): That was helpful. Paul, did you want to add anything particularly about the hit and runs.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): You could never have enough intelligence in some respects but there is a finite resource. There are different ways that we can capture the intelligence.

However, in terms of Amy's [Aeron-Thomas] concerns about what an accurate baseline is, she is absolutely right. If you look at just the way that some of the enforcement legislative changes have gone on, in the last 12 to 18 months we have had the Traffic Offences Report system come in, which is in effect a national change in the way that the offences are dealt with. Where is your baseline?

We have also had changes to the way that the enforcement activity takes place across London. It is difficult to map why activity has gone down in that area and gone up in that area so that we can get behind that and understand that better. These are issues that we have identified. These are issues that we are trying to work through.

However, we are very confident. It is a key to the way that road safety is driven that it is not purely enforcement-led. We have had some issues in the past where we have been mandating the tickets that officers and staff should be giving. We changed that because that was simply not right. There is a balance to be drawn and we would far rather prevent an offence happening than have to deal with it afterwards. That is why we have totally shifted our focus around this engagement, prevention and enforcement where appropriate as opposed to starting with enforcement and working back from that.

I do share Amy's observation that there is no accurate baseline. It is very difficult to obtain that in such a complex moving picture.

Joanne McCartney AM (Chair): Are you working towards establishing one?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): There are certain things are purely numerically driven. The problem with relying on numbers alone and trying to drive numbers is that you can drive perverse activity and so I would not advocate that, either. These are issues that we are wrestling with at the moment. What are the right things that we should be doing? What are the right areas we should be focusing on? That is why we are taking the approach that, if we can unpick causation and actually prevent collisions and prevent collisions being committed in the first place, it is a better result for the travelling public and it helps to prevent future offending and collisions if people understand the causation behind it. When we are doing thing like [Operation] Safeway and we are giving out information to people, we are raising awareness, "Did you know what you were just doing is a key contributor to a collision?" Some people take that message very well and some do not; for the ones who do not, we always have the enforcement option available to us. We would much rather approach it in that way.

Joanne McCartney AM (Chair): That was very helpful. We are going to come on to look at some of those operations a little later. Can I move on now to see, really, what the key challenges are that you would identify?

Particularly in looking at that, how do you think the level of illegal and anti-social road behaviour has changed over the last decade, for example, with the new challenges appearing?

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): According to the data that you have just supplied, the number of collisions with fatalities has increased. That is not a good sign. We would like them to be going down steadily in line with the targets that have been provided.

In terms of behaviour, we are certainly continuing to see speeding as a problem across the city. Obviously, people do not drive at great speeds in central London, but it is the peripheries and the smaller streets where people do exceed [speed limits], particularly now that so many boroughs have 20mph limits on a lot of residential streets. It is fairly evident to someone who is pedalling that the speed limit is being exceeded. On certain streets it seems to be repeated on a regular basis and in certain boroughs.

This is one of the problems with not having decent information to base it on. You cannot point exactly. I can point - and this is why I came back to hit-and-runs - to the very high incidence of hit-and-runs in Tower Hamlets. You wonder why that is. What is the level of enforcement? Next week we are going to have the sentencing of the person involved in the hit-and-run in Tower Hamlets who was travelling an extremely excessive speed. Why is that happening? Because I do not have the data on offences I cannot point, but where the indications are there I draw attention to them.

Joanne McCartney AM (Chair): OK. We see that slight and fatal injuries are going up and so perhaps I can return to the MPS and TfL. On your analysis, have you had any conclusions as to why that is the case?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): We are working through the data. It goes back to some of the challenges we have in London. Quite clearly, the population is growing in London. We are seeing more people cycling and there are more people using the roadway. We are not at the moment dramatically increasing the capacity of the roads at the moment and so we have more people using a finite capacity on the roads.

Technology has impacted on some of the types of behaviour on the roads. For example, when I was younger 15 years ago, you would not have been talking about distraction from mobile phones and smartphones. That has changed.

The challenges for us remain managing additional users of the roads, population growth and the growth of technology. Intelligence is an issue for us and analysis of data is an issue for us and we need to get better at that. There is a whole raft of challenges around that. Working through those issues will allow us to focus even better on the problems there are on the network. We just need to get better at the analysis of that and start to address those challenges one by one.

Andrew Dismore AM: On these more general issues, I wanted to ask you about drivers with overseas licences and also overseas-registered vehicles. My understanding is that you can drive on an overseas licence for 12 months and then you have to pass a driving test. Is that right?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): It depends which country of origin it is and it does vary with what the Department for Transport (DfT) will accept. I am afraid that I do not have a definitive list here, but I have received your letter about the concerns that I think somebody has written to you about.

Offences around driving licences and people taking driving tests for other people is an area that we are actively involved in, particularly at our bases that have test centres within their jurisdictions. We do joint operations with them. It is also true to say that the DVLA (Driver and Vehicle Licensing Agency) mounts its own

operations and does outsource teams of investigators to track these individuals down. There is activity against them. Again, it is intelligence-led.

As for abuse of foreign licences, I do not have a dataset that I can refer you to tell you what scale of a problem that is.

Andrew Dismore AM: If somebody from overseas has a licence and has been [driving] for 18 months and is only allowed 12 months, how do you police that or do you not?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Proactively, realistically, we do not. We would find driving offences in operations like CUBO, which are very much focused at the legality of the vehicle as well as the driver. In terms of foreign drivers, we put a lot of assets into particularly commercial vehicles plying their trade in London from overseas to make sure that they are properly licenced, properly roadworthy, within their driver's hours, et cetera, through our Commercial Vehicle Unit (CVU) and our Tunnel teams. There is a significant amount of investment that goes into that.

Andrew Dismore AM: I will come on to that in a minute. If we are talking about people in ordinary private cars, you stop somebody and they have a foreign licence and you would say, "How long have you been here?" If they say, "Six months", how do you know that they are telling the truth?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): For a patrolling officer having that kind of encounter, there are checks that can be carried out. How accurate they would be would depend on the answers that they are getting and what sort of intelligence is ready and available to that patrolling officer. Therefore, I could not answer specifically. Potentially, if there is a record of them having entered the country, then you could make that judgement at the time, but I cannot sit here and say that that happens on every occasion.

Andrew Dismore AM: The inference is that it is an offence that probably is very little detected.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): The technical offence would be either driving without a licence or driving otherwise than in accordance with the licence. Again, it would depend on what the circumstances are for that individual officer. Of course, it would be not just RTPC officers. It would be patrolling officers across London who are having these interactions on a daily basis. I cannot sit here and say how each and every one would have been disposed of.

Andrew Dismore AM: Do overseas vehicles have to comply with our MOT rules¹?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Again, that would depend on the country of origin. There are some European countries that are part of our arrangements, but there is no database that I could go back to and say, "This is how many we have caught". We keep the numbers of vehicles that are seized from the roadside because they are unroadworthy. Whether or not they could break that out into foreign vehicles I would have to come back to you on another day.

Andrew Dismore AM: In relation to the accident statistics, for example, or any offence statistics, do you keep any record of how many of those people are driving on overseas licences or have overseas vehicles as opposed to United Kingdom (UK) licences and UK vehicles?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Again, my understanding would be that the offence they would be processed for would not necessarily stipulate that it

¹ The MOT test checks that a vehicle meets road safety and environmental standards.

was a foreign driver or a foreign licence being abused. The offence would be under the UK legislation of failing to adhere to the conditions of a driving licence.

Andrew Dismore AM: That is not the point I am making. Supposing somebody is involved in a fatal accident. We had 150 fatal accidents in 2014/15. Could you tell me how many of those were people with overseas driving licences?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Yes, I could but, like I said, I do not have the data here today. However, there is no central repository. What I would have to do to find that is I would have to ask each investigation what they found as part of the causation.

Andrew Dismore AM: That is not a statistic that you would normally keep?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): No.

Andrew Dismore AM: It seems to me that in London there are a lot of people driving on overseas licences. I drive occasionally overseas. You have to get used to driving even on the other side of the road, for example. It seems to me that it would be very useful to know to what extent this is a problem so at the very least we can start to try to do some education of people from overseas.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): I do not disagree at all. It goes back to what we have been saying earlier. These are the types of areas where we need to take our intelligence trawl going forward. For example, if you look at some of the central London boroughs, one of the key issues with pedestrians becoming injured is that they are not looking the right way.

Andrew Dismore AM: People step out and look the wrong way.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): It is exactly the same analogy.

Andrew Dismore AM: Yes. Are you likely to start keeping those statistics in the future?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): These are the types of issues that we are working on together with TfL to work out where our knowledge gaps are at the moment and where we need to take it. We are trying to base our current research, if you like, on what the current problem profile is telling us. There are some issues that we know, but for things like you are mentioning I could not even sit here and say that we know it is a problem and we know it is one we need to go away and look at in terms of the volume.

Andrew Dismore AM: You do not even know if it is a problem or not?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Sitting here, I do not know the extent of the problem, but I do completely accept and we do accept that there are issues around foreign vehicles and foreign drives in London at the commercial end of it. We are very much aware of that by virtue of the fact that they are coming from a foreign country and there are limited hours that drivers are allowed to use and they, as you say, have different regulatory standards in terms of the roadworthiness, this is an area of business that we have invested in heavily with TfL at the commercial end. At the private car end, not as much.

Andrew Dismore AM: Yes. That is one of the issues. People come as European migrants and they bring their car over here. How long are they allowed to drive with an overseas registration? How long are they allowed to drive with an overseas-registered vehicle?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Again, it would depend on the country of origin and what the limitations of their own licence are.

Andrew Dismore AM: Can you write with some details about what the rules are and just tell us?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Yes.

Caroline Pidgeon MBE AM (Deputy Chair): Yes, we might need to look at that.

Andrew Dismore AM: It would be useful to know.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Sure.

Roger Evans AM: This is a question for you, Steve. We have the TfL collision data from 2012 through to 2014/15 and so nothing for this year as yet. The data shows us fatal accidents up from 121 to 150, which should be a matter of concern for us because that is a significant increase, and slight injuries up from 24,000 to just short of 28,000, but serious injuries down from 2,600 to 1,900. What is behind those figures? That looks a bit odd.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): With regard to the fatal incidents, the area of growth we have seen is powered two-wheelers and we are currently looking at a range of initiatives around that to deal with that particular issue. Through Paul's [Rickett] Command we are doing an operation called Operation Winchester, which is very much focused on the causes of those incidents that involved powered two-wheelers. Clearly, any increase is of real concern to us and so it is part of trying to drill down into what is going on.

As you say, the killed and seriously injured (KSIs) have gone down. That, again, we think is reflective of the trend in road users generally. Powered two-wheelers are a relatively small component of road users.

On collisions, as I mentioned earlier, we are looking at that. Our early indications are that it is about increased users of the road. There are more; there is restricted capacity on the road; the roads are more crowded. We are seeing more lower-level collisions, if you would allow me to describe them in that way.

The challenge for us is to then break down that data into its particular components. With powered two-wheelers, a lot of that is around speeding. A lot of that is around other road users manoeuvring. It is about people coming out of junctions and going back into junctions. What we do is we break that down. There are data issues, as Paul has alluded to. We will look at the causation factors around that. As I said, we are doing quite a lot of work around powered two-wheelers at the moment. The wider road user picture is slightly better but, again, any fatal on the road should be treated, in my view, in a similar way that murders are treated. Any fatal is one fatal too many.

We think we know what the increase is at the top end. We have our views on what it is at the lower end. In the middle, generally our roads are getting safer - that is true - but there are particular areas of concern. We need to focus on those areas of concern and get better at analysing the data to allow us to feed the right intelligence into the MPS and to do some work around it ourselves.

Again, road safety in London is a shared issue and should be a shared issue for all of us, including local authorities. We can deal with some of the engineering issues. Paul, with our help, can deal with some of the enforcement issues. Between us we can deal with education and engagement. It is about talking to powered two-wheeler drivers, talking to other road users about the manoeuvres that are causing danger and doing work around speeding. It is a package or portfolio of activities.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Another example of that would be the BikeSafe initiative. As I mentioned earlier, we are trying to apply similar tactics, if you like, or measures to road safety that we are in other areas of policing. Part of that is about understanding the victim profile. If you look at the victim profile of powered two-wheelers, the percentage rise was split between 16 to 24-year-olds and 40 to 50-year-olds. We know that there are people who come back to motorcycling in - dare I say it - my age group, as I have done recently, but I have the benefit of being able to get trained up by the Hendon Driving School.

TfL fully funds BikeSafe, which is a free service to any motorcyclist. We send out our fully trained advanced motorcyclists for a day. They get a morning of inputs and presentations. This is not supposed to be scaremongering; it is about education and awareness. We give them the finest MPS catering for lunch and then in the afternoon they get two assessed rides on a one-to-one basis behind a qualified MPS instructor. That has to be a good thing and we could not do that without TfL's investments. It is that type of activity that will help people to understand the danger they are putting themselves in so that they do not become a statistic.

Roger Evans AM: My colleague may take you up on this.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Please do. Just on that, it is fascinating. In fact, this week we are trying to extend BikeSafe and the sign-up for it has been absolutely overwhelming almost on occasions. I had a letter from the military yesterday to ask if we could extend BikeSafe to military personnel because more service personnel were lost as motorcycle casualties than on active service in the last 12 months.

Caroline Pidgeon MBE AM (Deputy Chair): Blimey.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): How is that for a statistic?

Roger Evans AM: They were presumably not all in London and so it a widespread problem?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): No, not all in London, but I wrote yesterday to all of the service chiefs in London and said, "Please avail your staff of this opportunity".

Roger Evans AM: OK. That was interesting. Slight injuries were up, largely, yet serious injuries were down. Have you redefined what constitutes a serious injury in the three years?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): No. Those definitions are set by the DfT and so we have not varied those.

Roger Evans AM: Do they reflect the effectiveness of medical interventions? We know from things like stabbings, for instance, that the number of murders may go down but that just as easily reflects the expertise of our hospitals saving people's lives as it does a change in the crime levels.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): That is a factor that we have been discussing. That is why, in terms of our response to it from the RTPC perspective, the Serious Collision Investigation Unit (SCIU) takes responsibility for any collision when there is a fatality or when there are life-changing or life-threatening injuries. There are time limits around those categories before a line is drawn so that it can be classified and then published at a later date.

We take the view that a life-changing or life-threatening injury can become fatal, but it can also become downgraded later on. We would rather get the response right from the outset. Yes, there is a piece around demand and resources. There are only so many of my SCI units to go around. The absolute delineation at the moment is that we will take anything in that category and subsequently, if it is downgraded, then would decide whether the investigation is best left.

Yes, in terms of medical interventions, there is no way of us telling whether or not that person would have survived or not at the time. However, if it is at the most serious end of injury, then we would seek to make sure that we are capturing as much information, certainly from the investigative point of view and from the future learning point of view, that we can then transpose into our future deployments.

Roger Evans AM: What you are telling us, to summarise, is that the increase in fatalities is down to a particular powered two-wheeler problem and that the rest of the figures are actually telling us that the story is getting better?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): I would certainly say that. Fatalities, clearly, is a highly emotive issue and any fatality is one too many. We would all agree with that.

However, there are incidents of fatalities in London that I would say are largely unavoidable. We have had already, sadly, yesterday one that looks like it was self-inflicted, shall we say, and these things do happen. We had one just before Christmas when a gentleman was blown off the pavement because of the high winds, sadly, in front of a bus. Even with all the best analysis that we try to apply to prevent and learn, given the operating context that we are in, certain things are potentially unavoidable to a degree. We do not say that to just dismiss and explain the figures away. We say that in the knowledge that we do a thorough investigation and, from an analytical point of view, it would have been incredibly hard to predict or prevent from an analysis point of view.

I do firmly believe that the 40% target was big in percentage terms and it was big in volume terms when it was first set against the baseline. Jointly, we achieved it well ahead of time. The result of that was that the target was stretched further to 50% in terms of KSIs. We are already making really good progress towards meeting that 50%.

In terms of the activity, when you look at what Steve talked about in terms of the increased usage of London's road network and the amount of journeys that are made on a daily basis and the overall figures, it tells us that we are putting our resources in the right place at the right times through things like [Operation] Safeway. The engagement and education messages are starting to hit home. We want to build on that.

Roger Evans AM: All right. That was reassuring. Can we talk about hotspots and the way that you tackle incidents at particular locations with high levels of accidents? First of all, from Steve from TfL's point of view, how does your analysis of these collisions inform the decision to do engineering work, to improve a junction or to do enforcement work to try to improve people's behaviour?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): We have a really excellent analytical team looking at this, which takes the accident statistics data and uses that to derive a range of

analysis, both hotspots, hot times - the particular times of the day - hot seasons and hot months. October is one of our problematic months.

Roger Evans AM: Why is that?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): Potentially because of the change in the light conditions. Interestingly enough, October is an anti-social behaviour and crime peak for London as well with Halloween and Guy Fawkes. There are a number of things around that period.

The challenge we have - and it goes back to where we started the conversation - is that as you go down the level of seriousness of the incidents, the data that we collect gets more patchy. In the work that Paul's people do on KSIs, the investigations are very rigorous and are probably better than you will see in most of the rest of the country. The challenge becomes as you go down to the collisions that sometimes the causality reasons are not as well recorded. As you said, we do not have agreed data for the past couple of months because of the time it takes to collect and process that data. However, when we get that data, we will identify the areas where there are particular problems, try to analyse the reasons for those problems and work with the group that Paul talked about where we will try to take a problem-solving approach. We will look at whether we can determine if it is an engineering issue, an enforcement issue or an education issue. In most cases, you need a mix or a blend of those things. It is very rarely one thing or the other. Quite often you need to implement a range of those.

One of the things we have done recently - and I will stop talking in a second - and the way we have improved Operation Safeway is by improving the analysis underpinning that and doing randomised deployments. Those deployments are based on the intelligence at those junctions. The traditional Safeway, which was actually pretty successful, was based on fixed deployments at fixed times doing fixed activities. It worked, but after a time people would get to realise that they are going to see a police officer there between those hours every Thursday and so we have moved away to more randomised deployments and, as part of that, more randomised tactics that are focused on the problems at the junctions. If it is a distraction issue, we would want our officers to focus on mobile phone usage. If it is a risky manoeuvres issue, we would want to think about whether it is left turns or right turns. They would still be dealing with all of those issues but would focus your activities and your tactics much better on the intelligence available.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): We get much more coverage that way and so, when we did a Safeway, as Steve said, in its first iteration, it was at that point and that was where everybody was for that period of the day or that part of the week. That amounted to 30-odd fixed locations around London when Safeway started up. We now have more than 300 on the list. Again, these are tactics that we use for other parts of criminality for both disorder and reassurance and we pulse it. They might spend half an hour at that junction and then hop on the bus or on the Tube and go down to one just down the road and do that one. That way, we achieve much more visibility but we avoid the risk of everybody starting to understand, "That location is where the police are going to be and so I will go that way today".

Roger Evans AM: Your 100 most dangerous junctions, according to our briefing here, account for 4% of KSIs. Referencing back to the figures that we were talking about a moment ago, 4% of 2,000 is about 80 and that is less than the number of junctions. How meaningful is your 100-junction list given the way that the KSIs are so spread out?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): It is a challenge but it is still worth looking at junctions where there is proportionately a bigger problem. We have expanded Safeway to now 375 junctions and we are also looking at road segments because sometimes there are dangerous road

segments rather than pure junctions. In traditional policing there is an 80:20 rule and you tend to find that 20% of your locations generate 80% of your issues --

Roger Evans AM: That is not happening here.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): That is what I was about to say. It does not entirely work for this. However, you have to start somewhere. This goes back to the resourcing available. We have to target locations. That is one of the reasons we have moved to sources of danger. We have to find other ways to segment the intelligence to focus our activities. Safeway is still a very effective, in my view, operation to change road user behaviour generally. We continually review the junctions we do. For activities like Operation Winchester, which targets powered two-wheelers, we use a different dataset. What you will find is that the map of London in terms of hotspots changes with the different types of analysis you do.

Going back to Safeway, it does have a part to play because we have to have a framework around which we deploy, but we absolutely recognise - and you have identified - that the issues in London are less focused and more diffuse, which gives Paul and us particular challenges about how we deploy to those issues.

Roger Evans AM: Yes. Just finally, actually, do you think we expect in engineering terms some of our road junctions to be doing too much? In other words, a lot of different stuff is happening in a very small area. I think here about, of course, my own local hotspot at Gallows Corner where you have two major roads coming together in a fork, you have local traffic accessing those roads and you have local traffic crossing those roads. It has been a bone of contention forever.

I just wondered, with junctions like that, which are quite often on our trunk roads, might it be better to close some of the access roads and try to separate out the local traffic from the through traffic so that there is less happening in a small distance?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): You have to take it junction by junction. You are right in what you say about engineering. I do not believe you can entirely engineer risk out of a system because road user behaviour contributes to dangerous driving or road use however good the engineering is. We are looking at those junctions in London that are problematic and looking at whether there are engineering solutions.

There are challenges around changing junction configurations. People sometimes do not understand the changed configuration, where engagement has a real role to play in --

Roger Evans AM: They learn in time.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): They learn eventually, yes, but we put officers down to try to support that learning. Roads are there to get people from A to B and that is all road users. We need to develop a network that is as safe as possible and that moves people around as effectively as possible while keeping them safe.

You have to review junction by junction. The answer at one junction may not be the answer at another junction, but certainly it is one of the things that we need to look at.

Joanne McCartney AM (Chair): I have a range of people that want to come in and ask questions, but before I do perhaps I can give Amy [Aeron-Thomas] and Tom [Bogdanowicz] a chance, not necessarily around [Operation] Safeway because we have some questions on that later. On the way TfL and the MPS look at those junctions and collision data, do you have any comments on that?

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): Certainly on junctions. We know that there are 33 junctions that have been prioritised by TfL. I understand that ten of them are going to be addressed by the end of this Mayorality. They are critical. You can talk about the number of the collisions at a junction, but that does not necessarily reflect the quantity of danger, and here again the measures are difficult. There may be people, pedestrians or cyclists, avoiding the junction simply because they think it is so dangerous. That has to be addressed.

In terms of sources of danger that does appear to be a sensible approach. As I understand it from TfL, it is modelled on the sorts of systems approaches used in Sweden and Holland with Sustainable Safety and Vision Zero, which does go back to the source of the danger. It recognises that you have to minimise the danger and you have to accept that there will be problems within the system and there will be fallibilities. You have to address the issues at the start of the source of danger, whether that is the larger vehicles or the engineering solution.

In terms of priorities, one of the things that has not been discussed that I thought had been raised in the joint submission that we made was the priority for the police in terms of road crime. Whereas you appear to have six priorities, road crime is not one of them. TfL does appear to have road crime as an issue, but in the police it is not.

Joanne McCartney AM (Chair): That is something we are going to come on to towards the end and whether that is something we could recommend to a new Mayor. Amy, did you have anything to add?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): I would just say that it is a real shame with the collision analysis that we are not able to know which of the collisions result in a prosecution or conviction. That data is not collected. It would be fascinating to know if there was any driver prosecuted for dangerous driving after slightly injuring someone. We should be able to know how often that happens after a pedestrian is injured or a cyclist is seriously injured and we do not.

Joanne McCartney AM (Chair): Is that data you collect and just do not release or is it not available?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): It is an issue of mining the data. All our data relating to prosecutions of traffic offences – putting aside the life-threatening, life-changing and fatal because we have a dedicated asset, if you like, for that – follow those cases from start to finish. In terms of all the categories, our repository for that is within the criminal justice section at Marlowe House and the systems there are not perfect, it has to be said. Again, these are discussions that we are having between the MPS and TfL as to how best we can manage that data going forward, but it does form part of a wider issue for the MPS's digital strategy.

Joanne McCartney AM (Chair): OK, thank you.

Jennette Arnold OBE AM: Can I thank Tom [Bogdanowicz] because he covered the point that I was going to raise in terms of junctions? It seems to me there is much more going on that needs to be factored in when we are talking about junctions and the critical nature of what is going on there. I represent Hackney and Islington, which I see are listed as two of the seven boroughs that account for 57% of the top priority junctions. I just wanted to see if you know to what extent there is active work with those seven boroughs. It is reasonable to take those seven out of the other 32. I am all for focusing and targeting and asking if there is ongoing work with these boroughs with their engineering departments and with their road traffic teams.

Steve Burton (Director of Enforcement and On-Street Operations) Transport for London: We have a programme of workshops, seminars and meetings with those boroughs going forward where, as you say, we

have identified those seven priority boroughs and we work with the local authority to look at junctions. Of course, road safety is not just an issue for the major roads in London; road safety is an issue for all roads in London. By definition only 550 kilometres are under our direct engineering control and so we have to work with local authorities. Our road safety team have just produced a programme for next year which involves a range of engagement activities with those boroughs, one of which I am pleased to say can be on enforcement, which was not a previous area of engagement. One of the areas will be on how we can gather intelligence better. We are working with those boroughs. Next year we will have a programme of bespoke workshops with them to see how we can identify shared issues.

Jennette Arnold OBE AM: Thank you. The other point, which I might have missed, Chair, is that the data that we have from the MPS are whole numbers but they give you no sense in terms of gender or ethnicity about the fatal incidents and serious injuries. I only say this - and Jenny [Jones] will recall many years ago - because there was a clear issue about children from minority ethnic groups being disproportionately represented in those killed or injured on the street. We had to gather that data in order to deliver the road safety messages. I would be concerned if we are not able to see these figures by gender and ethnicity.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Again, I would have to refer back to my colleagues within the criminal justice arena and see what capacity there is to break that data out. For the purposes of today I have only the headline figures, I am afraid. I can take that away, Jennette.

Jennette Arnold OBE AM: It is collected?

Steve Burton (Director of Enforcement and On-Street Operations) Transport for London: It is collected. We can provide those figures to you. The figures go right the way down. Again, I would emphasise that as you go down the level of seriousness the collection of that data gets a bit patchy, but certainly at the KSI level we have all that data, we use it for analysis and we can provide it to you at the end of this meeting.

Jennette Arnold OBE AM: Could you also map it by borough then as well?

Steve Burton (Director of Enforcement and On-Street Operations) Transport for London: I am sure we can do that.

Jennette Arnold OBE AM: That would give us a level of understanding that would be useful.

Joanne McCartney AM (Chair): Very helpful. Thank you.

Jenny Jones AM (Deputy Chair): Mr Rickett, I want to emphasise Ms Aeron-Thomas's point about getting information [collision data] about what has happened. We really cannot go on when we have more fatalities in London than we have homicides. We do not have enough information and so please pick that up as a piece of urgent business.

I wanted to talk about framing. Now, Mr Burton, I had this fight with the MPS about calling incidents or collisions 'accidents'. Mr Rickett did mention an incident that was probably an accident when the man was blown under the bus, but the majority of collisions and the majority of injuries are not caused by accidents. Stepping backwards onto the cat is an accident if you did not know it was there, but these collisions are almost always a result of somebody's fault in some sense or another. Please can you take back to TfL that the word 'accidents' actually prejudices all of these incidents and should not be used?

Having said that, Mr Rickett, your TfL collision data talks about 'accidents'. Please can it not do that anymore from today? Mr Rickett, MPS logs here about it talk about 'a fatal accident - an accident in which at least one

person sustained injuries'. You talk about 'road traffic incidents' or 'road traffic collisions' these days. Why is the word 'accident' still here? I have had this fight. I had it ten years ago with the MPS and so why is it still here? It is all about framing. If you perceive something as an accident, ie nobody's fault, that is prejudging an incident.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): I completely take your point. I apologise for its reference. It should not be there. My language has changed. I am relatively new in the post, but I grew up in policing under the Road Traffic Act where it was a road traffic accident (RTA) and now it is a road traffic collision (RTC). There is a learning issue for the police service, but you are quite right.

One of the things you talked about, Jennette, was about the target audience for some of that prevention work. I do not know if anybody has had the opportunity to go to some of the Safe Drive Stay Alive events that go on because one of the things that Steve talked about earlier, the engagement with boroughs in terms of what it is they are doing around road safety, particularly young people, again is not a consistent message. We do not have a consistent approach across London councils, for example, around the 20mph issue. There is a range of things that we are trying to do and get out there but not all boroughs, for example, have a road safety officer.

Jennette Arnold OBE AM: No, they got rid of them.

Jenny Jones AM (Deputy Chair): This is another part of the framing because road safety is actually a solution. With most crimes we do not talk about the solution; we talk about crime. Today we are talking about road crime, essentially, and we should remember that as well.

Len Duvall AM: As my starting point, I have been an Assembly Member since 2000 and this debate would have been unrecognisable in 2000. We have moved on. Bearing in mind some of the comments that Jenny has made, not about the accident bit - I understand what she is saying - but on the fatalities issues and some of the issues that other colleagues have raised about the gaps in what we need to do, there is still more to do.

Mr Burton, you described in answer to Roger Evans's question really a bit of a triangle: police enforcement, the role of TfL and boroughs. In that bit we will talk about road safety because there is a specific I want to ask. After all these deaths, there is work done between boroughs. In my experience in my borough and a recent experience, the blame culture and the leadership required to do the prevention work, whether it is engineering or take some action, is not always there.

Is there a solution to this? Is there a hierarchy? Partly - and you alluded to it in the last part of the question - it is about what roads we are responsible for and who is doing what. Who is taking the lead in doing some of that prevention work? Is it time now for us in London to clarify those issues? Working with the boroughs in partnership is fine, but actually taking leadership on resolution and preventative work is probably more important. Partnership work is fine and it works, but on the clarity issues, who is in charge, who is leading this?

Secondly, you referred to the issues around road safety and I thought it was quite a telling point. We do not have consistency about road safety officers in boroughs and the training and attitude, not just of the people on the roads, but people crossing roads and everything else. It seems to me that that is not a high priority for boroughs and their expenditure. We are seeing that go down rather than, if we head for the preventative approach, which is where we want to get causation prevention, it should be going up. There is the leadership issue in terms of that, if I have not been clear. Is there any data that can tell us what the expenditure by boroughs is on that contribution, which I know is more because they are part of the engineering solutions for some of these problems, but the road safety issues, is there data about that expenditure that takes place?

Steve Burton (Director of Enforcement and On-Street Operations) Transport for London: In answer to your first question, from a TfL perspective, as a strategic transport authority for London, we are trying to lead the agenda. You cannot ask the police to solve all the problems, although they have a key role to play. Part of the raft of policies that have come out from our road safety teams around Road Safe London and the Cycle Safety Action Plan are an attempt to address that and align it. Increasingly we are working with the boroughs to align our activities and bring them together. Partnerships generally do work, but we are looking at taking a strategic lead on this and ten years ago we were taking less of a strategic lead; there is still more to do.

In terms of expenditure, we do invest quite a lot of money in the boroughs around local improvements in road safety. Whether it is possible to produce a definitive list that includes the borough's own funding on that, I would not have access to that but we can certainly look at that. As part of the next mayoralty there are things that can be built on around the Mayor's Transport Strategy, our current raft of safety action plans and our overall Safer London documents and move those forward.

Most of the partnerships do work pretty well and, taking on board Jenny's point, we are striving to move the debate on from blaming to sources of danger to causality, trying to understand how we can prevent rather than investigate. Again, that is something we are trying to learn from the crime area. Increasingly, crime is about crime prevention, not about investigation. Investigation and sanction still has a really important part to play, but we need to change that focus.

Len Duvall AM: I would like to bring Tom [Bogdanowicz] in at some stage, but can I just ask Paul? If the partnership between TfL and the boroughs is constantly working and improving, do you not think you are doing this work with one arm tied behind your back? I have been in a number of briefings where response coppers are going out on patrol and doing their bit and I have not heard anywhere in that briefing about, "Look out for this offence on the roads or this and this". That may have changed, I recognise. I suppose if I went back into Jennette's [Arnold OBE AM] boroughs, this is the briefing that goes out when everyone goes out on the patrols. Do we have the relationship right between your expertise in your team and then the boroughs who clearly have a host of jobs to do? Because of the fatalities and the nature of this crime, if we call it that, or the nature of these incidents, what is the borough response and where are you influencing that?

I go back to when we did have the resource of Safer Neighbourhoods Units in that sense. One of the big issues that was being tasked back from the community was about people breaking crimes on the roads, whether it was cyclist or car users in certain areas, and about whether we could use the Safer Neighbourhood Teams in terms of tasking to deal with that. We do not have that resource anymore and it is a bit mobile.

However, what is your influence on that other part of the MPS - a big part of the MPS, bigger than you - in terms of where it is to come into play with this very important part of crime? We are not saying forget about the other bits but it does not seem to be feature on their everyday items. Particularly I would like to know, in your borough hotspots where there are problems, is it tasked? Could I have confidence? If I go there at the start of a shift am I going to hear an inspector say, "These are the issues of the day and, by the way, these are the nominals we are after but, equally, if you are passing this road on this and this issue, are you looking out for X?" Does that happen? Is there that sort of fanciful thinking?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): On a borough level on a day-to-day basis, I would be honest and say that is probably patchy. What I can say with a fairly healthy degree of confidence is that one of the things I have been working on personally and very closely since I have been in charge is aligning RTPC activity so that it is complementary to and supportive of what the boroughs are trying to do.

We have talked a lot about collisions and the more serious and specialised ends of the business. In terms of the overall RTPC resourcing picture it is a relatively small part. Of all the assets I have spread out across all the boroughs, including police officers and Police Community Support Officers (PCSOs), what we have there in most cases when you look at anti-social behaviour, for example, in its broadest sense is shared hotspots. Transport hubs are a classic example. We talk monthly about places like Stratford and Walthamstow Central.

What I have made sure is the MPS has its tasking process that I am sure you are all familiar with. We are now completely plugged into that. I go to the corporate level one so that I can be assured that whatever it is we are planning under our control strategy we agree with TfL under this fairly specialised partnership arrangement that we do not have the RTPC and the rest of the MPS working in splendid isolation.

Just to build on that, all my base chiefs now have four regional bases. That is how we are structured. All the base chiefs are required to go to the area tasking meetings every month that is chaired by the area commander so that it is completely clear what challenges are they are trying to deal with and what challenges we are focusing on in terms of our control strategy, where the cross-overs are and how we can support each other.

In an ideal world, if we could build into every Safer Neighbourhood Team's priorities, "By the way, the junction of Grove Street and Grosvenor Road is a hotspot", then that would be the next level we would love to get to. However, frankly, we tried that a few years ago when traffic was a separate command from the Safer Transport Command (STC) and traffic could only spread itself so wide, an attempt was made to try and engage Safer Neighbourhood Teams in KSI and casualty reduction activity. Frankly, as many of you will know, the Safer Neighbourhood model is built on local residents setting local objectives. It would be patchy, to say the least, across London how many ward panels were identifying that junction as one of their key local priorities because predominantly there will be at least one anti-social behaviour one in there and probably a couple of crime-related ones.

As you rightly say, with the resourcing picture where it is, there is only so much that they can do. By doing it the way we are doing it now, what we are able to do to much better effect is focus on the kinds of issues that we are talking about here today alongside and along with what the boroughs are trying to do in the broader context.

Len Duvall AM: Chair, it is a question to you; it may be because we want to influence the next mayoral administration, but we might want to look at some local policing plans in some of your hotspot boroughs to see if it is reflected that there is the silo mentality, maybe to see if it is reflecting about whether we are tackling some of these fatality and serious injury issues and to see if there is a crossover in the local policing plan as well? That might be helpful to your work in terms of pushing on issues more in terms of boroughs.

Andrew Dismore AM: I was going to ask you some questions about resourcing, but I just want to follow on the line of questioning that Len [Duvall AM] started and that relates to the emergency call centre as well and how you relate to that.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): With the call receipt and dispatch function?

Andrew Dismore AM: Yes.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): OK. Since the RTPC was formed we now are serviced by, in terms of call receipt either from members of the public or from within the TfL network, by what is known as Met CC in the same way that everybody else is. We have dedicated lines within that structure that deal with calls from TfL internally. Typically, with an incident on a

bus, the driver has a hotline to the control centre at Palestra. That is called a driver incident report if one is activated and it requires a police response.

Andrew Dismore AM: I am more concerned about members of the public. You might not have seen this because I only saw this myself this morning. If you look at the *Hendon Times* of this morning, there is a very worrying report of what happened to a particular constituent. This person was the victim of a hit-and-run. A vehicle hit his car and then sped off erratically. The person was waving a tin of beer out of the window and went straight through a red light. The constituent phoned the call centre and was responded to with, "Why are you calling us?" He has written to the Commissioner about this. He described how the call centre could not have been more disinterested and even described the call centre as "argumentative towards me". Is that what is supposed to happen?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Clearly not.

Andrew Dismore AM: No.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): I would say that that particular operator is in need of some managerial intervention. What does happen is that for anybody requiring a police response, whether it be from RTPC or anywhere, the same routine is now in place across London to obtain those services.

Andrew Dismore AM: Yes. What he says is the police had a golden opportunity to take a dangerous drunk-driver off the road. We do not know whether he was drunk or not, but certainly there was an inference of that and the police did not do anything about it.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Yes. I can only say that that is not the level of service I would expect.

Andrew Dismore AM: Should that call have come through to you or through the borough police?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Typically in those circumstances the call would go out to the nearest available officer capable of making an intervention. We have tried to get away from, "That is that person's responsibility". Where we are trying to get to is, "Who is the nearest appropriate resource that can respond to that and make an intervention?" What specialisms are needed after that can come later, but the whole essence of MPS command and control is to get the nearest asset available.

Andrew Dismore AM: Yes. Just picking up Len's point, you also need to do some work with your control centre by the look of it.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): I accept in that instance that was not good.

Andrew Dismore AM: I will give you the newspaper article before you go.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Thank you.

Joanne McCartney AM (Chair): Tom, you wanted to come in?

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): Yes. Just a couple of things that were prompted by Len Duvall's intervention, talking about partnership and consistency.

I am reminded that TfL and the MPS have set up something called the London Freight Enforcement Partnership, which they may be able to tell you more about. Apart from progressing the enforcement work, I understand that there is consideration of referring cases of lorries and heavy goods vehicles (HGVs) and vulnerable road users to the same Magistrates Court - for example, one in the City - so that there is consistency in the expertise and information. Obviously, it is difficult to gather all this information if it is spread out over courts all over London and if cases get moved around from court to court it makes things more difficult rather than easier.

The other thing that was being considered was referring all fatal cases to the Traffic Commissioner [Nick Denton, Traffic Commissioner for the south east and metropolitan area]. We have seen cases where a lorry operator, for example, is not following up on licences and driver checks and so on. It does not appear that in every case consequences are there for an operator who is not behaving in the way they should be. If everything is referred to the Traffic Commissioner, then they will have the opportunity to intervene in partnership with others.

Joanne McCartney AM (Chair): We will come back to you in a moment to talk about those, too.

Steve Burton (Director of Enforcement and On-Street Operations) Transport for London: I have two things on that. We are indeed investigating unifying the court we use because ...

Joanne McCartney AM (Chair): It worked very well with domestic violence and specialist courts.

Steve Burton (Director of Enforcement and On-Street Operations) Transport for London: We have also done it with cabs. We are looking at a particular City of London court. Negotiations and discussions are well advanced to move all our key cases there for consistency purposes.

I absolutely agree that the Traffic Commissioners have a vital role to play in this. We have invested, as you are no doubt aware, a lot of money in ensuring that the MPS is suitably resourced to do commercial vehicle stops and a range of HGV activities. The Freight Enforcement Partnership is an attempt to bring some unity to that and bring in the key stakeholders, particularly the freight associations. Out of that we are working with the MPS to ensure everything that is appropriate is passed to the Traffic Commissioners.

One of the things that is worth saying in this forum is that we believe the Traffic Commissioners need to be better resourced. Again, we try as far as we can, and our previous commissioner was very keen on this, to support the Traffic Commissioners as much as we can. The key thing for delivering solutions, as we have talked about, and preventing is getting those freight operators who should not be operating and differentiate those from the many freight operators who do a really valuable job on our roads and do it safely and get those off the roads. The Traffic Commissioners have a really important role to play in that.

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): Can I just add a quick one in a similar vein? The LCC assisted with something called the roadworks patrol in Southwark and Lambeth, where we are, and this has proved quite successful. This enforces activity around roadworks. It is not something that happens in any other borough, but it has apparently proved very successful. It is a collaboration between the MPS, TfL, the LCC and the borough and it appears to work. Why not have more of it?

Joanne McCartney AM (Chair): If you could send us some information about that afterwards that would be helpful.

Andrew Dismore AM: Yes. I want to go on to talk about the merge of the Traffic and Transport Command and what impact that has had more generally. I suppose really the question is what impact has that had on the resources available to you in the police to tackle crime on the roads?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): I would say a very significant impact. If you look at how the model was operating previously, you would have had the STC that was basically looking at crime on the buses and around the bus stops, you had the Traffic Operational Command Unit (OCU) that had responsibility for traffic enforcement on the major roads around London and then you had the Serious Crimes Investigation Unit [SCIU] sitting under the murder command investigating road death, essentially. Now what we have is composite standalone command that can interact on all those road-related issues, which means that the STC, for example, would have had its own objectives, the SCIU would have had its own objectives and the Traffic Department would have had its own objectives. Now what we have is a holistic standalone command and everybody in it is playing their part in relation to that control strategy that Steve and I oversee on a monthly basis through our governance framework. There is no doubt in my mind, albeit I am relatively new in post, that the ability to focus significant resources in a joined-up way under the broad umbrella of road safety has been massively enhanced by the creation of this command.

Andrew Dismore AM: Are you saying altogether not more resources but using those existing resources better or are you saying you have more resources?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): I would say, in pure numerical terms, there is probably slightly less if you look at the amount of officers that were there previously under traffic, for example, the STC numbers have stayed relatively static. However, if you look at the capacity for collective efforts, it has massively increased.

Andrew Dismore AM: How would you measure that impact?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): One of the key measures I would say is in the KSI reduction figures because we are in a situation now where I have traffic officers, I have STC officers and I have SCIU officers that all have one eye on collision reduction and gathering the right information and doing the right activity to bring overall collisions down, and we have seen significant reductions. I would point to that firstly as a really positive indicator, in fact.

Andrew Dismore AM: Fatales and less serious injuries are up, and it is early days yet. When would you expect to see the impact of your new unit bearing fruit? There obviously is a lead-in time and so forth. When will you see a significant fall in those incidents?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Again, we have the broader KSI category as our key indicator and within that indicator we have made significant reductions. Yes, it is true that fatalities have gone up slightly year-on-year. We have to work through the analysis, working with TfL, to understand what is driving that. Some of that needs to be contextualised from the absolute premise that one is too many, but you put that in the context of the overall increased pressure on London's road networks and the overall increase in journeys per day, for example, that has gone on in that period. There is a context to that increase in fatalities that could be articulated. I would absolutely say that the collective weight of the joined-up approach that we now have, with the support of TfL in terms of the emerging analysis to work smarter, will continue to have that impact.

Andrew Dismore AM: How long before we start to see it work?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): I am not going to sit here and say, "By next March it is going to be down by this", because other events can come out of the

woodwork that could completely skew that. All I can say is that we are getting better and more sophisticated about what staff we are deploying where - and why - than, I would say, ever before under the previous iteration.

Andrew Dismore AM: In terms of TfL, similar questions: you are picking up a large part of the tab for all of this?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): Indeed.

Andrew Dismore AM: Are you satisfied about the level of policing resources available for what you are paying for and how do you monitor their performance against the price tag?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): To start off at the beginning, we lobbied very hard for the creation of the [RTPC] Command. We felt that the previous structure did not provide a focus for what is a very important area and, quite clearly, by bringing the amount of available officers into a single command, you can flex them to respond to needs. We probably would not have been able to do the surge in road safety that we have done between October 2015 and now in response to some of these issues with the old structure because it allows Paul to move officers, because they are flexible officers, from one priority area to another.

Are we getting what we are paying for? I believe we are. Police officers are very expensive, but we are getting effectively nearly 2,500 officers on the streets of London to focus on our priorities. One of our priorities is absolutely what we call collisions, primarily because we use the six Cs.

Andrew Dismore AM: We have heard that already.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): Yes. We have brought to the party not only our funding, but the MPS still funds 35% of the Command. It is not just TfL money going in there.

Can we get better at it? Absolutely we can. Do we continually need to push both our intelligence and push the MPS to provide an effective service? Yes, I do. The Command was the right thing to do and we are getting really good value from the activities, and we are having a unified discussion and a unified approach to a range of issues in London from having the command in place.

Andrew Dismore AM: Your key performance indicator (KPI) there is, therefore, personal injury and fatal accidents?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): Yes. Effectively, we have a suite of indicators covering, as we call them, the six Cs, and underneath that there is a hierarchy of supporting indicators. Our primary indicator for the 'collision' C at the moment is KSIs. We need to work through an iteration of that as we get the better data, which I am sure we will. Our primary indicator for 'crime', for example, is the rate of crime on the bus network. We have a range of performance indicators. We have a performance meeting that myself and Paul jointly chair, where we hold the inspectors and our borough officers in the command to account for a range of those indicators, and we will flex a resource demand based on the intelligence we get.

I know there is Operation Safeway, but in October 2015 there was a big push around Operation Safeway. I do not believe we could have done that as effectively as we did under the previous structure. Having a single command and having a single person I can shout at - although I do not shout at him very much - works for me. There is an interesting issue as to how we bring the rest of the MPS into play.

Andrew Dismore AM: Paul works for you?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): No.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): I work in partnership with Steve, and I would say that --

Andrew Dismore AM: Does he work for you, then?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): No, definitely not. I have been around the partnership arena for a long time. I have been a Chief Superintendent now for nearly ten years, which is surprising, and have three borough commands under my belt: Waltham Forest, Tower Hamlets and Westminster. This is definitely one of the healthiest partnerships that I have worked under in terms of working together to a common aim. TfL is a demanding client. It has every right to be, in my opinion. It funds a significant amount of resource and it is my job to ensure that our resources are put to work to best effect under the joint agreement and our control strategy, and that is exactly what we do together. It is testament to that that Steve and I jointly chair, in effect, our CompStat meeting² every month with every borough represented and that is where we drill into the detail of what it is they are doing. The profile around collisions and the crime there is borough-to-borough.

We had the London Problem Solving Awards just a few weeks ago when we commended the team from Newham, but what they had done is reduced crime on route 25 by something like 30%. That goes through four boroughs, and it goes just back to the heart of what I was talking about earlier: they only achieved that because they worked across borough boundaries with their borough colleagues because the offenders they are after are all the same. It is just whether they are on the bus or off the bus, quite frankly. That was a classic example of the benefit of having this joined-up approach.

Andrew Dismore AM: The last point I want to raise with you: we talked about KSIs and so forth. Do either of you do any work on damage-only collisions? A damage-only collision one day can turn into a personal injury collision another day. Is that ever monitored or is that considered to be important? I know there is a big roundabout in my constituency where people are running into each other all the time, but nothing seems to get done because the actual number of physical injuries - a few whiplashes, I suppose - is not recorded. A lot of those I suspect do not even come to the attention of the police.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): The simple answer would be yes because that is part of the intelligence mining we are getting into. You are absolutely right that three damage-onlys could lead to a more serious incident and so what is it about that that is making that happen? Damage-onlys do feature in some of the analysis but, as Steve has referred to, again, how good the data is that we are mining is not consistent, in my view, at the moment. There is also a lag on the data because a damage-only, for example, might not get reported at the time, but then there is a process lag before it gets to Marlowe House and before it gets to a state that even we can start to mine it.

Andrew Dismore AM: Is there any link to the insurance industry? A lot of these cases will be reported to the insurers if they are not reported to police.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): We need to do better on damage-only, and one of the things we are looking into at the moment is how effectively we can work with the insurance industry to record that. Again, using the crime analogy, it is similar to monitoring admissions to

² A monthly performance management meeting.

hospitals to get a true picture of knife crime. It is a semi-similar analogy. We are talking to the insurance industry on a range of issues at the moment. Again, apart from uninsured vehicles, which is an area we could spend an hour talking about on its own --

Joanne McCartney AM (Chair): If we have time, we will talk about it.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): Yes. We need to get better data from them because they probably have a better picture of damage-only collisions in London than we will have using MPS data.

Joanne McCartney AM (Chair): Thank you.

Caroline Pidgeon MBE AM (Deputy Chair): When the new unit was set up, Steve, what KPIs did you have agreed so that you could monitor the MPS's performance?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): We have a high-level indicator attached to each of the Cs. KSIs was the collisions one. Underneath that we have some measures or indicators. Primarily at the moment they are activities measures, and it goes back to where we started. We need to get our baseline better to have better output and outcome measures, and we are working through that. We have to get our measures better in most of those areas. We identified key KPIs for each of them, and then we are working through the ones underneath.

Caroline Pidgeon MBE AM (Deputy Chair): Can you publish what those are and send those to us? I know it is one of the concerns from our colleagues here from some of the campaigning groups that they do not know what these KPIs are or what performance measures you are using, which would be helpful for everyone.

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): I will check, but I believe the special service agreement itself has just been published on the MPS Freedom of Information (FOI) site. I will check that.

Caroline Pidgeon MBE AM (Deputy Chair): Still, we would like that in further correspondence to the Committee.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Yes, absolutely.

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): Yes. That is all contained. Yes.

Caroline Pidgeon MBE AM (Deputy Chair): Lovely. Thank you.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Could I just add to that, Caroline? I am sounding repetitive now, but just so that I am clear as the OCU Commander and going back to Andrew's point about who works with whom, I want to make sure that what we are doing with the RTPC is as beneficial to the broader anti-crime and anti-social behaviour context across London. Under the C for crime, we have picked four crime categories which happen to be part of the Mayor's Office for Policing and Crime (MOPAC) 7. We look at theft-person because it is a significant problem on the transport network, as is violence with injury, as is personal robbery, as is criminal damage. We have selected those because they are the most prevalent ones in terms of victimisation and criminality on the bus network.

I have to say the performance in reduction terms across all those four types is some way ahead of the rest of the MPS. There has been some superb, outstanding work done; for example, a 67% reduction in personal

robbery on the network against the baseline year, whereas the rest of the MPS is around 18%. There have been some phenomenal gains.

Jennette Arnold OBE AM: Excellent.

Caroline Pidgeon MBE AM (Deputy Chair): Excellent. Thank you. I wanted to bring Amy and Tom in because I know you have been listening intently to the evidence we have been hearing from the MPS and TfL. In your view, do you think the roads policing enforcement resources are right? Do they have their priorities and focus right? We are going to get into some specific operations next, looking at Safeway and the like, but do you think they are getting it right? Maybe, Amy, do you want to kick off?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): We are very grateful for TfL's transfusion into the MPS. We think that has made a big difference. In the past, we have asked if there could be more priority given to conducting surveys around level of confidence or level of satisfaction - trust that the public have in police ability to enforce traffic laws or investigate collisions - and see how that changes according to road user types, pedestrians versus cyclists versus bus users, and also before and after you have been involved in a collision. The general pattern of victims of crime is that their confidence in the justice system goes down.

I would also say about specific offences that we have encouraged the MPS to focus more on careless driving. We know the fixed penalty notice just came in last year, so we have not seen recent statistics on how well it is being used. We do not think the real danger out there is drink-drivers. It would be the sober drivers who just are not bothering to get out of the way of pedestrians and cyclists. I would like to see much more priority on that, the concerns around cyclists with close overtaking, being hit from behind. It is just the police doing more to enforce safe passing distances.

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): I agree with everything Amy is saying. On the difference in performance across boroughs, again, we do not have thorough numbers but TfL recently was comparing collisions against cyclists' mileage, something that has not been done before, collisions per rate of cycling.

Then you get very big discrepancies between boroughs. Why is that? If there are better performances in some boroughs, why are we not doing whatever we are doing in those boroughs in the other boroughs, and why are there difference in hit-and-run? Particularly when we have rates per mile and more realistic measures of cycling, and indeed walking levels, and then drawing the appropriate conclusions. Yes, visible policing is something that needs to be evident in boroughs. I get the impression that in some boroughs I cycle through there is no visible policing, and people just think, "It really does not matter here. This is a lawless part of town and we can get away with it". If people see that there is enforcement and there is visible enforcement, they start to think, "This is the way we ought to behave". As somebody was saying, you cannot police everywhere, but once you establish a type of behaviour, then everybody starts following it.

The great British or London example is the zebra crossing. I have travelled around Europe and I have never seen anywhere where people so religiously stop at a zebra crossing. It is as if it is a matter of personal honour and personal politeness that you do this. If we could have the same approach to other aspects of driving and cycling and so on, it would be helpful. In Holland, for example, a driver will never turn across a straight-on pedestrian, cyclist or other driver. It just will not be done. They will stop. When we come over from Britain, we expect to get crashed and we wait, and suddenly we realise that the vehicle next to us is just waiting for us to go straight on. If we had that sort of approach, there would be fewer collisions and less need for enforcement.

Caroline Pidgeon MBE AM (Deputy Chair): It is about having consistency across the boroughs. Amy, you wanted to come back.

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): Yes, sorry. I did want to make one point. It is around the annual traffic law enforcement report that we are expecting from TfL and MPS. We were expecting that last year. It was going to cover 2014 for the first time ever.

We worry that part of the reason for the delay is because it is going to show the inconsistency between the boroughs. We have seen that with the 30mph enforcement by police officers. We have seen that with mobile phone prosecutions. That is something that we are very much looking forward to seeing. I would say it is now six months delayed.

Caroline Pidgeon MBE AM (Deputy Chair): Do we know when that will be published?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): I was only made aware of this report literally a couple of weeks ago. There is a draft in existence; I have not had a chance to review it yet. The agreement was under a previous command and so I am not entirely sure what it is that has been asked for. The only thing I would say is that the kind of data we have discussed here today is publicly available. I do not know the origins of the request, Amy, but we are working with TfL to come up with that document. We will meet those needs.

Joanne McCartney AM (Chair): Steve is looking knowledgeable.

Caroline Pidgeon MBE AM (Deputy Chair): Yes, Steve. Can you add to that?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): There is a draft doing the rounds at the moment that Paul needs to sign off, quite clearly.

Caroline Pidgeon MBE AM (Deputy Chair): It is your fault!

Steve Burton (Director of Enforcement and On-Street Operations, TfL): The real reason it has taken this time - I can understand why you say that - is the problems we have had getting the data together and that is an issue in itself. This first iteration of it will then generate a number of discussions about how we can get better at that data. I have seen a draft. I have not gone through it in detail. Paul, quite clearly, needs to be comfortable with what is coming out. It is definitely cock-up rather than conspiracy at this point, and it is data. There is a data issue.

Caroline Pidgeon MBE AM (Deputy Chair): OK. I will move on to the issue of funding. Clearly, this is a really important area of work, but we know the MPS's budget is under pressure and we know TfL's budget is under pressure to one degree or another. What is the funding position going to be going forward to tackle this and what are your major pressures? I do not know whether it would be Harriet who would answer.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): I will give you something from the MPS's perspective and Steve can give you his own. You are all aware of the overall pressure that the MPS is still under, despite the very encouraging announcement we had from the Chancellor, but we are still looking to save about £400 million. We are some way into that, but we are not there yet.

The MPS funds 35% of the command. Clearly, where the MPS is looking to make efficiencies, we are not immune from that. The MPS funds 35%. You cannot take an officer and say, "Two-thirds of your wages are coming from that pot". That is not the way it works, and Harriet can talk far more articulately than me about the construct of the agreement. It is not a contract of special services agreement. Essentially, it is right that

there are certain roles within the RTPC that should not and cannot be perceived as being partly funded by TfL. Where you talk about the collision scenario and our investors uncover that potentially a contributing cause to that particular collision was an engineering issue that is owned by TfL, we have to preserve absolutely our independence in relation to that investigation because they could be potentially culpable or prosecuted. Operationally, there are areas where we absolutely distinguish between what resource is MPS and what resource is joint. Financially, just to make the whole thing work, in effect, the cost of the entire command is split on a 65% to 35% basis.

Caroline Pidgeon MBE AM (Deputy Chair): You are expecting that you are going to have cuts coming forward?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): If the MPS is looking to make savings, that 35% is not immune from that. We have just had to go through a process to deliver some savings going forward into next year, which amounts to 11 posts. Because of the relationship with TfL, we do have that level of support and so the impact potentially is mitigated. Cuts elsewhere in the MPS do not always reach as deeply into RTPC because of the construct.

Caroline Pidgeon MBE AM (Deputy Chair): What about the TfL budget, Steve?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): From our perspective, as it stands at the moment, our published business plan maintains a similar level of investment over the period of the business plan. We want to maintain our investment in this very important area. We are currently going through a budget-setting process for next year. Quite clearly, the spending review for TfL was perhaps not as generous as we might have hoped for, so we are reviewing all budgets. As far as I am concerned at the moment, we have a settlement going forward. We have no hard and fast plans to reduce our investment in this area. I cannot give you a 100% guarantee.

Caroline Pidgeon MBE AM (Deputy Chair): No, of course.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): Until we finish our budget-setting for next year, we will not be able to give you that guarantee. Certainly, as it stands at the moment, we have a commitment going forward. We have the same level of investment. The challenge for us would be if there was a reduction on the MPS's contribution side and we would have to think about how we manage that in terms of service delivery.

Caroline Pidgeon MBE AM (Deputy Chair): Yes, exactly. OK, thank you.

Joanne McCartney AM (Chair): Can I just ask Paul? Your officers: are they ever abstracted to Central Command?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Again, you look at the 65/35 split, because there is the MPS side of it. Yes is the simple answer. They are abstracted on occasion. We do central London aid, particularly within the Traffic Command, for example. We own 95% of all the MPS's motorcyclists. Motorcyclists are critical for policing demonstrations. Yes, we do abstract on occasion. We have that constant debate with our colleagues in public order to keep the abstractions to an acceptable level. As well as the performance management regime, Steve and I also meet monthly in what we call the Accountability Committee, where we look at things like abstraction and make sure we are health-checking that we are not subsidising the rest of the MPS to --

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): It is worth noting as well that where we can we seek reimbursement for that abstraction so that there is no adverse impact on TfL and the partnership as a whole delivering those objectives in the investment.

Joanne McCartney AM (Chair): Do you have good figures on the abstractions?

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): On the abstractions, we have done --

Joanne McCartney AM (Chair): It would be useful if you could let us know.

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): We can certainly have a look.

Joanne McCartney AM (Chair): I suppose my concern is we know that Central Command has the pressures of abstracting officers from local neighbourhoods. I suppose the concern is if traffic, which perhaps in the past has not rated as highly within the MPS as it should have done, is plundered more than other departments.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): I would not say more than others. Clearly, if you look at just the last three or four-year period, I would say the overall amount of central London demonstrations, because of the financial climate of the nation, has gone up. Every department in the MPS has had to respond to that surge in demand. Traffic has been no different in that.

Joanne McCartney AM (Chair): You do not think it has disproportionately been affected?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): No. We monitor it very carefully.

Joanne McCartney AM (Chair): OK. Thank you.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): Can I just say one brief sentence for clarity?

Joanne McCartney AM (Chair): Yes.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): If it is an abstraction, we have the right to not be charged for that. We have a financial ring around it. There are some activities at demonstrations that we would be willing to fund. If congestion is a real issue, if we are going to gridlock east London because of a demonstration, because congestion is one of the RTPC priorities, we would look at whether the abstraction was a true abstraction or whether it was contributing to our congestion reduction.

Andrew Dismore AM: Just on this point, when you see motorcycle outriders with the Prime Minister or the Royal Family, presumably they are traffic officers?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): No. They come under royalty and diplomatic --

Andrew Dismore AM: They do not count towards this abstraction, then?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): No.

Jenny Jones AM (Deputy Chair): I used to run an accounts department of a not-particularly-small business and so I understand money going in and out, but I really find these figures quite difficult, partly because of their complex nature. Mr Rickett, you have said that you have fewer officers but a better spread of activities and so on, but you have less money as well?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): When the RTPC was formed - again, I was not party to that debate - there would have been, like every other change programme in the MPS, a degree of demand modelling that would have gone on that would have led to a resource package to TfL, and the MPS would have had that discussion, and a decision was taken on, "This will be the size of the command". In terms of overall numbers, it is difficult, because where is the baseline? Again, it goes back to that. Now the RTPC is set. We have an absolute, clear number of the totality of posts, broken down by rank. We now have a very clear baseline going forward. You had different numbers of officers from different business groups doing that activity previously, as I alluded to earlier, but they are now all together.

Jenny Jones AM (Deputy Chair): You know very well that I am very supportive of traffic police and fight for your budget every year. In a report that you did called *Scrutiny of Crime on Public Transport*, you say that the 150 fatal collisions require the same investigation as a homicide.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): We apply the same investigative principles to a road death that you would to - 'golden hour principles' - a homicide, absolutely.

Jenny Jones AM (Deputy Chair): These are complex and resource-intensive yet the SCIU gets something like £7.5 million, while Homicide last year had nearly £41 million. You presumably make these arguments to your superior officers. You had more fatal collisions than there were homicides. In fact, last year there were only 90 homicides.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Yes, but it is fair to say that homicide is not the only thing that the homicide commands investigate, first and foremost. They would pick up a linked series of sexual offences. They would pick up very serious assaults. They would pick up significant public order events as part of the post-event resourcing model. It is slightly more contained, what the SCIU do, because we do all road deaths, all life-changing and life-threatening, whereas the remit of the Murder Command is much broader, I would say.

Jenny Jones AM (Deputy Chair): All right. That is very nice of you to defend them.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): It is a bit difficult to compare one fatality with another in that context.

Jenny Jones AM (Deputy Chair): All right. I will write to the Commissioner about my concerns. Just one thing on your staffing. How many forensic collision investigators do you have? You have 30. Is that right?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): That would be about right, yes.

Jenny Jones AM (Deputy Chair): OK, and five staff?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): We have five police staff posts at the moment. Resilience around forensic experts or senior forensic collision investigators is a challenge for us. You talked about the insurance industry earlier. There is a ready market out there for the level of training and expertise that we give our officers. Keeping the resilience levels up is a challenge for us,

but we are OK at the moment. We have two vacancies at the moment we are trying to recruit to in terms of forensic collision investigators.

Jenny Jones AM (Deputy Chair): All right. Thank you. I wanted to go to Ms Aeron-Thomas and Mr Bogdanowicz. We have covered this to some extent, but presumably you think that the traffic police do not a bad job and are very effective with enforcement and their police work generally.

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): What, with the resources allocated to them?

Jenny Jones AM (Deputy Chair): No.

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): Sorry.

Jenny Jones AM (Deputy Chair): No. I will have an argument about that. No, it is more about what they do with the resources they have. How effective do you think they are?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): I cannot tell.

Jenny Jones AM (Deputy Chair): No, because the data is lacking?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): Yes. Indeed. I do not think we can tell.

Jenny Jones AM (Deputy Chair): OK. Thank you.

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): It is difficult to give you anecdotal information. We, as an organisation, get repeated complaints from people about, "Driver this", "Driver that". You see people using headcams to illustrate problems and these are not necessarily collisions, but in some cases they are collisions. These get posted on YouTube. The number of those incidents, of course, is going up, but it is difficult to know to what extent that is a consequence of more people having these cameras and having the facility to do this. I have already drawn attention to the number of hit-and-runs overall and I have drawn attention to the number of collisions overall. That would make you think that the level of policing is not progressing as we would hope.

Engineering is, we trust, improving, so that would work against the number of collisions. If there are more, safer routes for cyclists, and cyclists are able to use those, we would expect that to lead to a reduction in the number of collisions. If they are going up when the engineering is improving, that indicates that enforcement could be improved.

Jenny Jones AM (Deputy Chair): Mr Rickett, that is a very good point about photographic evidence. There is a classic case where a cyclist was hit and run and had all the video evidence, yet the police refused. That was not here, of course; it was in Nottinghamshire. Do you take that sort of evidence and use it in prosecutions?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Yes, we do. We have a small team. You can upload footage and we will have a look at it and take any action that is appropriate in the circumstances. We receive about 300 to 400 submissions a month at the moment.

Jenny Jones AM (Deputy Chair): Do you record that and is it easily recoverable? Again, it is the Crown Prosecution Service (CPS), but how many successful prosecutions are there involving photographic evidence?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): That has been by that route? I do not have the figures here, but we can get them. We do record how many we get prosecutions.

Jenny Jones AM (Deputy Chair): That would be absolutely fascinating because it is good if we are ahead because, as Mr Bogdanowicz says, it is going to happen more and more.

Can you tell me? For example, as a cyclist, one of the things that infuriates me is when taxis or other vehicles drive into an advanced stop line (ASL) because that is my safe space. I have even seen police cars do it, by the way, and when I challenged them, they just wound the window up and would not respond to me. Do you record all of those incidents as well and all those illegal driving into ASLs? I know it is difficult because it is when a red light is on.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Yes. Firstly, the RTPC is not the only asset out there that is capable of enforcing and educating on that activity; again, it is tandem effort, but it is an absolute cornerstone of what [Operation] Safeway was designed to do. That is absolutely one of the first things that a Safeway team will look for: incursions into the safe stop zone.

Jenny Jones AM (Deputy Chair): Do you record taxis and buses and so on separately when you have crimes committed so that we could recover how many taxi drivers are --

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): I am not sure if it is broken down by vehicle types. Steve is going to --

Steve Burton (Director of Enforcement and On-Street Operations, TfL): At the moment, it is broken down: buses and coaches are in the same category and taxis and private hire vehicles are in the same category. One of the improvements we would be very keen to see in any revised collision recording system would be to break that down. Just on ASLs, I will get my bit of lobbying in. We are lobbying the DfT to decriminalise ASL offences so we can enforce them by camera, which we believe would be a far more effective way of doing it. There is always a danger with decriminalising, because the danger is it is seen as a less important offence, so there is a role for criminal offences and endorsable offences, but we think ASLs could be effectively managed and dealt with by decriminalised camera enforcement. We have an outstanding request with the DfT at the moment to decriminalise it.

Joanne McCartney AM (Chair): Fixed penalty notices?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): Yes, and we think that would allow us to do volume enforcement of that offence.

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): Just to say there are certain vehicles over which TfL or the police do have greater powers, whether it is buses or public hire vehicles. If those vehicles were to be instructed to obey whichever of those transgressions, then other vehicles would follow. Quite frankly, I saw a bus go straight through a red light recently and I just cannot understand why a driver would risk his job, but clearly messaging them - whether it is speeds or ASLs - can help traffic as a whole.

Jenny Jones AM (Deputy Chair): A bit of reinforcement, yes. Mr Rickett, you have mentioned this already, but measures like Operation Safeway and CUBO are still very effective. You are changing things slightly, but they are extremely effective. Would you agree with that?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): No, we do think a lot of effort has gone into removing uninsured vehicles and I do agree that has been very effective. Sorry, I am still thinking about the level of satisfaction with the police enforcement. I just want to stress that there are only about two drivers a day on average who are prosecuted for dangerous driving in all of London. We have many more - some five or six times as many drivers - who are prosecuted for drunk-driving. That is an indicator that shows how rare it is because I would think many of us would expect a much higher number of drivers to be prosecuted for dangerous driving. I cannot tell you how many drivers are prosecuted for using a mobile phone because they can go to court, they can go on a National Driver Offender Retraining Scheme (NDORS) course or they can get a fixed penalty notice. That is another offence that the police have been proactive about tackling, but not dangerous driving.

Jenny Jones AM (Deputy Chair): Can you comment on that, Mr Rickett?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Not specifically on those numbers. I do return to the fact that I do not accept the position that we should be purely driven by the numbers. We have seen in the past where we are requiring officers to go out and make X amount of arrests per week or X amount of stop searches per week or X amount of speeding tickets per week is the right way forward. There is a balance to be drawn.

It is far more that we have to get and we are getting far more sophisticated around demand reduction in its broadest sense. Part of that has to be getting into prevention activity and about stopping to have to deploy the expensive resource of subsequent investigations. There is a debate to be had about what the right balance is.

I absolutely take your point about what the baseline is and whether we could get better at measuring how many interventions we are making, for example. It is a bit like the age-old argument: how well you can capture prevention will apply to this area of policing, as indeed it will any other. I absolutely believe that education and engagement has lots of collateral benefits about public confidence more generally, but absolutely we retain the right to enforce where appropriate.

Jenny Jones AM (Deputy Chair): You do not have very long, but I would like to put money on the fact that this system will not be the same and so every baseline is irrelevant within a couple of years because the arrangement is going to change in the next five years. While Mr Rickett is here, could you just say one thing that you really would like the MPS to be doing more of or better?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): We would like to see a review of collision investigations. We do not think the Joint Inspectorate review of fatal collision investigation really looked at it in-depth, but especially the focus around injury collision investigation. Avon and Somerset recently looked at a month's worth of injury collisions and realised that very few of them had witness details or sketch site maps and so they have allocated three officers to work on a project for a year improving the quality of injury collision investigation. We would like to see something similar to that be undertaken by the MPS.

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): I would say that one of the key issues is freight and enforcement around there because, as I am sure you know, the greatest proportion of cyclists are killed by lorries in London and so enforcement against particularly rogue operators is something that can reduce those numbers.

Jenny Jones AM (Deputy Chair): There is also of course always huge pressure to get the roads clear whenever there is a crash of any sort and so there is always pressure to do things quickly.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): We manage those daily pressures very effectively. Clearly, with the control facility we have in this borough, we have the opportunity to manage that to the best effect, but my position would be and always will be that where there is an investigation underway, then the requirements of the courts and for us to be seen to be doing a thorough investigation will always take precedence, but equally it means that when we do not need to have the road closed anymore; we allow it to open.

Jenny Jones AM (Deputy Chair): What are the next steps for Operation Safeway and CUBO and similar?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): We are developing the taxis; we are trying to enrich the intelligence picture to give us greater clarity of where we can have best effect. We are looking at again reinforcing that problem-solving approach that I started with today to say, "Actually, these are repeat locations. What are we doing about them?" It is not good enough just to keep going back there. There is a whole load of work in train. On the fact that Amy just raised there about what a good collision investigation looks like, again there is some work going on at the moment to look at what the collision investigation process could look like in the future with a view to applying more consistency we would like to see.

The command in its first year-and-a-bit has come a huge way. The partnership with TfL is really productive. It is a reality that without TfL's investment, potentially, the MPS would not be having this level of resource focused in this area of policing with all of the other pressures that London faces and so I can only end on that positive note.

Joanne McCartney AM (Chair): Thank you. Jennette has a quick question for you and then I realise you have to go.

Jennette Arnold OBE AM: Yes, Mr Rickett, it is just to ask you, really, if there was a location where there had been 13 casualties and attacks, which you could in fact see this as, would that not have warranted intervention? Why I say this is - and it is particular to my constituency - the Pentonville Road in Islington High Street is featured as one of the highest spots for pedestrian casualties, yet to date nothing has been done about this. I just do not understand how priorities are picked up. If you cannot answer today, can you go away and come back to me to say your data should have shown this; your discussions with TfL should have shown this; did you have discussions with the Borough Commander? I know that there has been no liaison with the borough about it in terms of intervention from either the MPS or TfL and so can I ask you to get back to me about what more needs to happen at this junction in terms of pedestrian safety? You could look at it the other way and I would say to my constituents in Islington, "Stay away from this junction because the chances are, if you are a pedestrian, you are going to be involved in some sort of collision".

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Of course I will take that away and we will look at that and we will write back to you with the result, but the only thing I would say is that the last thing I want to be doing is to tell any road user not to go near it because it is dangerous. What we want to do is take the approach that we are taking and problem-solve it so that it becomes safe.

Jennette Arnold OBE AM: I will hear from you?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): You will.

Joanne McCartney AM (Chair): It links back to what your opening statement was about the hotspot in your local road, actually, yes?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Exactly.

Joanne McCartney AM (Chair): I know that you have to go and so can I just thank you very much for attending?

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): I really apologise. It is just that I have a commendation ceremony --

Joanne McCartney AM (Chair): No, you did give us notice.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): -- that I am hosting and so I have got about 50 officers in there and guests waiting for me at Scotland Yard. Otherwise, I would have been happy to stay.

Joanne McCartney AM (Chair): That is perfectly understandable. Thank you very much today.

Chief Superintendent Paul Rickett (Roads and Transport Policing Command, MPS): Thank you very much.

Tony Arbour AM: This question relates to the knock-on effect: we are often told that the man who drives an uninsured vehicle is likely to be a criminal in all kinds of other ways. Firstly, what evidence is there of that and, secondly, is CUBO successfully working in stopping all of the crimes which perhaps are not necessarily related just to driving?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): There are a number of academic studies that show that people who undertake perceived minor infractions are of interest to the police, which is a great phrase, a higher percentage than the normal members of the public. That ranges from parking in disabled parking bays in Huddersfield, which is one of the original studies, to uninsured vehicles. Uninsured vehicles are also more likely to be involved in hit-and-run incidents.

The reason we really like CUBO and have encouraged CUBO in the MPS is because it is one of most effective tactics to deal with that issue and it also deals with unsafe vehicles, it deals with a whole range of issues. We also have helped fund a number of MPS automatic number plate recognition (ANPR) cars, which again allow targeting of uninsured vehicles. There are still uninsured vehicles on the road, undoubtedly. There are fewer than there were and it is something that as a partnership we really need to target, but there is academic evidence that those people are more likely to be of interest to the police.

We can do the same analogy for fare-evaders on the bus network. I do not know the exact numbers for uninsured, but one in eight of fare-evaders are of interest to the police for other reasons, which, if you think about normal stop-and-search figures, then I would imagine the thing for uninsured drivers is not far off that ratio.

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): It is absolutely fair to say that Operation CUBO meets the objective that Paul spoke about earlier, which is denying criminals the use of the roads. The participation of MPS borough colleagues alongside RTPC officers in Operation CUBO as it was growing has demonstrated that and it is a wide range of offences that are picked up by that operation.

Tony Arbour AM: It is often said - and perhaps you can contradict this; it may be an urban myth - that when there are operations where there are roadside ANPR machines the number of vehicles that are actually of interest is so vast that you are unable to take action against them. Is that an urban myth?

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): Having been deployed on a CUBO operation with ANPR, I have not found that to be the case.

Tony Arbour AM: You would say it was a myth?

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): It was a myth, I would say.

Tony Arbour AM: Secondly, again in relation to ANPR, I was recently pulled in and the man who pulled me in, who in fact was a PCSO, had to telephone in to check that I was okay and I said, "Where is your ANPR machine?" He said, "We do not have any".

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): No, they do not always deploy with ANPR.

Tony Arbour AM: Is that not an incredible waste of manpower? I am diverting, am I not? You say it happened to you?

Joanne McCartney AM (Chair): I went and sat in an ANPR [equipped police car] and the officer said, "Let me check your insurance number. You are not insured". I said, "I am". He put his own in and he was not insured either and so sometimes the DVLA systems are not accurate.

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): Absolutely, yes. That can be difficult but, no, we would stand by the CUBO tactic. Even deployments without ANPR can be effective. When we did not have ANPR, officers have eyes and ears, they can see what is coming towards them and they can see if there is something that they want to stop and investigate. The MPS would stand by that as an effective tactic regardless.

Tony Arbour AM: All right. Nevertheless, arising from that, how expensive is an ANPR machine?

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): I would have to take that away and get a figure for you.

Tony Arbour AM: On the face of it, it is bonkers that he telephones in and he does that.

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): Yes.

Tony Arbour AM: You ought to be able to recover your costs pretty rapidly if you have that. I wonder if you can simply say in relation to this whether you communicate with neighbouring forces. Do you say, "This car has whipped through here and we have spotted it and it has gone into Surrey", or, "It has gone into Essex", or whatever? Is there any co-operation in relation to these operations?

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): In terms of while the operation is running, will they track the passage of that car?

Tony Arbour AM: Yes.

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): Certainly they can track the passage of the car through London and I understand it can be tracked beyond that as to its origin and its destination. If that intelligence was required and available, then yes, of course it would be sought.

Andrew Dismore AM: Yes. Following on from what Tony said, in fact Barnet has 20 ANPR cameras or resources for 20 ANPR cameras, but they cannot be connected up because apparently Scotland Yard is moving your control centre for ANPR. Do you know how long that is going to take and where?

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): I am afraid I do not have any information about that. That is about the control centre at Lambeth, is it?

Andrew Dismore AM: They said Scotland Yard, but it could be at Lambeth; I do not know.

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): Yes, certainly if you want to send that detail across, we can try to validate that, yes.

Andrew Dismore AM: Yes, because obviously they have the money for the cameras.

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): They cannot be switched on; that is the story that you have heard?

Andrew Dismore AM: They cannot be switched on and they say there is only capacity to view eight at a time anyway, which does seem a bit peculiar. It is not just to do with road safety; it is also to do, for example, with tracking cross-borough boundaries for burglars and things like that.

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): Absolutely, yes. We can have a look into that.

Tony Arbour AM: Again in relation to ANPR, when the Commissioner came here as a newbie, his big thing was that in Manchester, where he had come from, if memory serves me, he had --

Jennette Arnold OBE AM: Liverpool.

Tony Arbour AM: Liverpool, was it? All right. It was said that his flagship enterprise in relation to road traffic was that he had seized cars which were uninsured that he had caught in these kinds of operations and displayed them on roundabouts and things of that kind as an object lesson to say, "Not only will your car be seized; it will be turned into a cube and everyone can look at it". Have we done any of that? I know we have seized them; I am talking about crushing them up and putting them on roundabouts.

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): I am not aware of any being put on roundabouts, but I believe there have been publicity events that TfL may also have been involved with when symbolically a car has been crushed somewhere.

Tony Arbour AM: Yes, of course it will be a symbol. We have the figures here. Really, the point I am driving at in relation to this is that it may be - and I rarely see publicity given to this - that the public are not aware that this is what happens and indeed does happen.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): I think we would agree as a partnership that getting the message out in the media is a core part of what we need to be pushing on. It is a bit of a yin-and-yang situation because the media tend not to be particularly interested in positive stories, sadly, but we do try to push out messages like this. We absolutely will take that away and have a look at it. We have crushed cars previously and it has had media attention. There is something again going back to some of the earlier debate about how we can get stuff into the local media and it goes back to the borough responses and stuff like that.

Tony Arbour AM: Yes, all right.

A very simple type of question: to what extent do safety cameras assist in the prevention and enforcement of road offences? Are more modern cameras likely to have had an effect on improving road safety and stopping dangerous driving? We are constantly told that you are doing away with 'wet cameras', as I think you call them --

Steve Burton (Director of Enforcement and On-Street Operations, TfL): Wet film cameras, yes.

Tony Arbour AM: -- and you have digital cameras. I always thought the thing with the wet cameras was that all the motorists coming in the other direction could see them working and therefore it would show that the thing is happening and they would slow down. I am right, am I, that with the digital cameras, nobody knows that they are working?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): Not quite because the wet film cameras were encased in a large yellow box as well and so the indication that it was working was a double-flash and that is true of the digital cameras also. Actually, you cannot really tell either with a digital or a wet film camera whether it is working other than the fact that it double-flashes, but I would assure you that they all are working in London. The replacement that TfL is funding is, I believe, a really positive story around road safety.

Again, going back to whether it works, a number of studies have proved that very visible cameras have both a deterrent effect on road speeds and a real impact on KSIs in that area. We are spending around £40 million revamping and refurbishing the old wet film cameras. They are far more effective, digital cameras, than wet film because by definition with wet film, when it runs out of film, you have to go and fill it up and that is a highly expensive and time-consuming activity. It will allow us to identify far more contraventions across London and take action against them and so the revamp should have a very positive effect on road safety. We are very committed to both doing that and enhancing, where appropriate, average speed cameras, which again have quite a positive impact both on the average speed across road lengths and we have four areas we are in the process of rolling those out to.

Tony Arbour AM: Can I ask again about an urban myth that relates to cameras that again there are so many offences which they detect that you are unable to cope with processing all the offences that have been detected and therefore lots of people are not prosecuted or issued with tickets?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): We have a finite number of tickets we can process. We will target areas where there are particular contraventions and so we are happy that the level of enforcement will drive compliance. What we try to do is vary our activities so that as a driver you will never be sure that there is not compliance going on at that network. We want to expand our network to a point where the deterrent effect takes place. The digital cameras allow us to enforce more effectively because one of the challenges with wet film is that it is a much less granular way of enforcement and so we will get more effective information coming into us, we can be much more targeted about areas where there are perceived problems and our contravention process will impact better on the network. It is an urban myth that we do not enforce. There are no cameras in London that we do not use for enforcement purposes.

Tony Arbour AM: No, that was not the question I asked. I am sure that they are all used, but there presumably comes a point when you simply cannot cope with the number of offences that are detected.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): We have not reached that point. We will keep the situation under review as the digital cameras come online. Our objective is to drive the

level of contraventions down. We want to minimise the number of contraventions and so our aim is to get them down to a level that we can reduce the amount of resource we have working on those contraventions.

Tony Arbour AM: Again, another urban myth which relates to possibly not you but other members of safety partnerships is that some of these cameras are used to generate income. What about that?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): I can absolutely assure you that that is not true. All the money generated from our safety network goes to the Treasury and we do not see it.

Jenny Jones AM (Deputy Chair): It is the Government being greedy?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): Yes. I was not agreeing to the Government being greedy but, yes, effectively all of the income that is generated through safety camera prosecutions and fines goes straight to the Treasury.

Tony Arbour AM: Are there not some cameras that are owned by local authorities? One always understands - you might as well name them - Westminster, Camden and the inner London boroughs allegedly are making a fortune. Are those somebody else's cameras?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): For my sins, I also run the other camera networks on the red routes. There are decriminalised offences like parking, banned left turns and yellow box junctions. If they are decriminalised, then the income for those camera enforcement activities goes to the local authority, the Highway Authority. What all the standard articles are about are parking and yellow boxes.

Tony Arbour AM: They are non-criminal matters?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): They are non-criminal offences, which is one of the reasons - not income generation, I hasten to add - we would like to decriminalise ASLs because it would allow us, we believe, to effectively enforce that. At the moment we cannot enforce, probably quite rightly, criminal offences by camera other than through the police.

Tony Arbour AM: I see. Thank you. That has knocked some stuff on the head.

Joanne McCartney AM (Chair): I just wondered whether Amy or Tom had any views on camera enforcement.

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): We are very grateful for it because the vast majority of speed enforcement in London is done by camera and this is one area where there is room for improvement with the police. They have lagged behind in being supportive of 20-mile-per-hour speed limits. It just was not that long ago in Southwark when they were one of the few - I think there were only seven - objections to a 20mph speed limit and that included Southwark police. There is a real opportunity for improving the training with the police and getting them on board with the importance of 20mph speed limits.

Joanne McCartney AM (Chair): One of the things that I have heard is that the 20mph the police cannot legally enforce. Is that correct?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): Yes.

Joanne McCartney AM (Chair): It is correct. Perhaps we need governmental --

Steve Burton (Director of Enforcement and On-Street Operations, TfL): I know somebody who was done for 25 miles an hour across Tower Bridge.

Joanne McCartney AM (Chair): Fine.

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): They are piloting an National Driver Offender Retraining Scheme course now on 20mph in London.

Joanne McCartney AM (Chair): You were nodding there, Steve.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): There are areas you can enforce and there are areas you cannot. It depends on the traffic regulations there are.

Joanne McCartney AM (Chair): That is what I thought, yes.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): With borough-wide 20-mile-per-hour zones, the enforcement regime to back that up depends on the traffic regulation order. Our view is that primarily 20mph zones work best if they are self-enforcing. Some of them are not and we need to focus on those.

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): I would say that if you saw the statistics on how rare it is for police to enforce 30 miles per hour, they really should have an influence on the 20mph speed limit debate.

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): I am puzzled as to why there is not greater use of the type of camera that we do see on Tower Bridge, where it is a measure at either end of the distance, and why that cannot be used in local areas and in residential areas.

Joanne McCartney AM (Chair): Average speed enforcement?

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): Correct, yes.

Joanne McCartney AM (Chair): You are doing some more work on that, are you not?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): We are in the process of rolling out admittedly only four under the new digital roll-out. They are very controversial. We think they do have a positive effect, and certainly they have a positive effect on speed. It is a challenge in some roads to install them effectively because the egress and ingress to roads from side roads can cause some problems. We believe they have a part to play in the camera enforcement. We would look to use them where it is appropriate to use them. It is an interesting debate about how many roads in London would be suitable to have those. We use them primarily in TfL on what we call our fast road network - the A40, A406 and areas like that - where we think there is a real role for having speed cameras. Obviously I cannot comment for local authorities on their use of them.

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): The other thing I am puzzled by is why speed controls within vehicles, which are readily available now, are not standard on, for example, London buses. If buses knew that they were exceeding the speed limit - that is presumably how the system works; they get the noise - they would drive at appropriate speeds and other vehicles would follow suit.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): We acknowledge there is work to do around that issue. We would be aware that last week there was the bus safety announcement. We look at a number of initiatives around that. One of them is speed and controls on buses. We are looking at a whole range of issues. Over the next year or so, Leon Daniels [Managing Director - Surface Transport, TfL] announced that there is a range of initiatives around bus safety generally that we are looking at.

Joanne McCartney AM (Chair): Presumably, when your bus is caught on camera speeding, action is taken against the driver. Is it?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): We ensure that is brought to the attention of the bus operator. We have monthly meetings with bus operators, both at a strategic level and on specific safety issues, and we feed those in. If we have bus drivers who are operating unsafely we will work very hard with the operator to deal with that.

Len Duvall AM: I am turning to Amy and Tom and it is about tackling and preventing the crime on London's roads. You have covered some issues. Of course we talked about data and your contention, Amy, is, "What is the baseline here? What are we measuring from?" What are the key challenges to improving the safety of the most vulnerable road users in London, pedestrians, cyclists and motorcyclists? If we concentrate on those, what do we think are the key challenges?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): Reducing speed. That has been proven time and time again to be not only a key factor in determining the risk and severity of a collision but also the perception of safety. We think that for the vast majority of people who choose not to cycle, it is because they are intimidated. I also mention just having more space and the greater duty of care drivers should have towards vulnerable road users.

We had a London coroner a few years back write to the DfT suggesting that the Highway Code be revised to include the requirement that drivers would have to slow down when a pedestrian was in the road. That is quite sensible. We would like to see a new Highway Code come out with a much greater duty of care for drivers towards vulnerable road users.

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): I have mentioned already the issue of engineering. We are glad to see that the level of infrastructure and the quality of the infrastructure is improving. That is going to make a very significant difference and that needs to be continued. It absolutely must be continued if TfL is to achieve its target of doubling cycling over the next decade. You simply have to have the facilities for that.

We have mentioned the vehicles themselves, certainly lorries. Last year seven out of nine fatalities of cyclists were attributed to lorries. I understand that Sir Peter Hendy CBE [former Commissioner of Transport for London] said that there is no reason why so-called panoramic vision or direct vision lorries should not become the London standard. We would certainly like to see that to be the practice. These vehicles are available. You can buy them off the shelf. They will deliver them in two months' time if you order one today. I understand there are 200 towers being built in London. All of those will mean a huge number of lorry movement and construction vehicles and those vehicles at the moment, unlike our dustcarts and our buses, do not have all-around vision. They should do. That should simply be priced into the towers and the contractors that they use. Those are key elements of what I think.

Len Duvall AM: Turning to you, Steve, has TfL had a consistent message on speed on all roads, not just TfL roads, about where it stands? Has TfL supported boroughs that want to introduce 20mph zones in certain areas? Has it ever proactively done that? We know that speed has affected some of these instances.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): We do support zones. We have a piece of work going on at the moment around identifying particular road types. That was a thing that was mentioned in our submission. We have different road types, high streets and roads that are used primarily for getting from A to B. We are in the process of working through that. One of the ideas in the RoadPeace submission was to identify appropriate speeds for those different road types.

We are not a believer in a one-size-fits-all solution but we are certainly not unsupportive of those. It depends on the type of road and it goes back to average speed cameras. Average speed cameras have their place in a lexicon of initiatives. We would want to promote and support appropriate road speeds for the road typology. Increasingly, high streets and areas like that will have low speeds and we are in the process of working through the implications of that for our road typologies.

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): Travelling too fast is one of the sources of danger that TfL is now prioritising. We thought it was great that TfL trialled the speed limiters on buses. We were under the impression that that will be rolled out within the next few years. It was TfL research done some 10 years ago that showed that when you had a vehicle fitted with a speed limiter, it affected 12 other vehicles around it in central London and 8 in outer boroughs. There really is great potential for intelligent speed adaptation .

Len Duvall AM: OK. Can I just focus on cycling? What has been the most effective in improving the safety of cyclists and promoting responsible cycling in London? What is the initiative that you think has been the most effective? Let us start with you, Tom, and then we will take the rest of you. Has there been something that really has made a real difference, bearing in mind we know we still have more work to do?

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): We are seeing the changes now. Over the previous years I do not think we had radical change of the nature that we are seeing in this past year. We will see the outcomes. I cycle, as you know, every day. I have been cycling in London all my life. That is several decades. I have seen the number of cyclists increase quite significantly.

I see them, for example, on that route across Torrington Place and Tavistock Place up in Camden, and it is packed. One of the progressive things that has happened in Camden is that that route has been increased in size so that there are cyclists on one side and the other side of the road now. That has made a real difference. It makes it easier to cycle, it encourages people to cycle and it is a protected route so people and their children feel more comfortable cycling. The same will happen on the Embankment and, we hope, on the North-South Cycle Superhighway.

We do not have to look at London. I am telling you that it has not fully happened yet but we can look over the sea to Holland, to Germany and to other countries and you can see that is the solution they have adopted and it has proved successful. In central Amsterdam you get 50% of journeys made by bicycle. In Amsterdam as a whole it is of the order of 36%. Clearly it works there and, yes, it works with motor vehicles in there as well. It is a successful city. Amsterdam is the sort of capital city people point to as being successful in terms of transport.

Len Duvall AM: Amy, from your point of view - and you do not have to restrict yourself to cycling - in terms of the conversation we have been having this morning, do you think the movement of the 20mph campaigns in various boroughs has been a quite significant catalyst for pedestrians, as well as other road users?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): That has helped but I would say the key factor was what Tom mentioned: the other cyclists. It is the safety in numbers argument. That is where you get the most protection.

Also, there has been a big change in culture within TfL and the MPS. They talk about the six Cs. One of those Cs is cycling; it is not walking. In terms of the number of casualties you would think the focus would be on pedestrians, especially as those will include your most vulnerable, the older and the younger and those with disabilities. They are prioritising cyclists. Cyclists are now like our canaries. They are a litmus test for how safe it is.

Len Duvall AM: All right. Steve, do you reckon that?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): I would say this, would I not, but what I was going to say is that there has been recognition over the last ten years of the fact that cycling is a vital and important part of the transport infrastructure. TfL has recognised that and we now build it into our planning assumptions. The Cycle Superhighway network and the Better Junctions activities are all in recognition of the fact that to move people around the city, we can no longer just depend on vehicles. Cycling is a vital part of the commuter and transport portfolio or transport infrastructure out there. That has had a real impact on both the numbers of people cycling and the safety aspects of it.

Perhaps a decade ago we would not have been having this debate and we would not have had cycling as a vital part of our transport plans going forward. It is an unstoppable force now. You look at cities like Amsterdam. Cycling is one of the ways we can improve the number of people moving around the city. With the current road capacity it is a real, potentially untapped resource. If you are going to have a proper strategic transport approach for London, that has to include cycling - and walking, actually - as part of that portfolio of options. That probably was not a debate we would have had ten years ago.

Len Duvall AM: From a policing perspective?

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): Yes, I absolutely agree with that. We now have the MPS in a position where absolutely we accept the prioritisation of cyclists as a vulnerable road user group. We have the correct activity and we are building the right intelligence picture to be able to support that now.

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): Can I make one point? Sometimes with the increase in cycling we forget that it is still a very rare activity. We come up against collision investigators that say they will cycle outside London but are too scared to cycle in London. When they bring that kind of perception to an investigation it is like, "You were asking for it".

Joanne McCartney AM (Chair): Did you believe that the CVU and the HGV Task Force had a big impact on cycling safety?

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): Certainly the HGV issue and prioritisation of that within TfL has been very important. The Freight Operation Recognition Scheme (FORS) that we campaigned to be extended - which the bulk of operators in London are now signed up to, although not all of them are at the highest grades - is really improving standards within the industry, certainly as regards training of drivers. Giving drivers the experience of cycling on the roads makes it very clear to them how a vulnerable user might feel when they are confronted with a 30-tonne vehicle. That has been useful.

The introduction of mirrors on lorries has improved, as has the use of sensors and the use of sideguards, and we are looking forward to the introduction of panoramic vision or direct vision lorries. All of that has been very positive. TfL does need to be complimented on its decision to progress that and on continuing to progress that.

We need that to move forward because, as we were saying just now, the amount of construction is absolutely enormous in London. The Construction Logistics and Cyclist Safety (CLOCS) programme, to use yet another acronym within the industry, has moved the whole FORS concept into the construction industry. Once TfL understood and once the industry understood that that was going to be a worthwhile process, it has been helping as well. I want to see more of that. I think we all do.

Joanne McCartney AM (Chair): That was helpful.

Jennette Arnold OBE AM: It is about moving forward. I want to ask firstly about the Mayor's stretched KSI targets. I do not know, Harriet, if you can take this question but the question is what further enforcement initiatives and operations are planned in order to meet the Mayor's stretched KSI targets? We understand that there is a plan for a surge in activities currently underway. Do you know anything about this surge?

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): Yes. I believe that surge is already underway. We had a number of measures by which we were going to increase activity, which supports the KSI piece. The details of it I do not have and I know as I speak we are collecting information to measure the output of that surge capacity. It comes back to the ability of the RTPC, as it now is, to be able to flex its resources and review priorities so that when something comes up the list, like KSI, we can redirect assets at it. That is exactly what we have done. I believe it was primarily through an increased number of Operation Safeway days and of Operation CUBO days but, as I said, we will have to take that away and come back to you with the results of that.

Joanne McCartney Am (Chair): Steve might know.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): I was lucky enough to be in --

Jennette Arnold OBE AM: Before you come in, can I stay with Harriet? It just would help my brain in terms of what Harriet has just said. Harriet, you are going to be able to tell us about the amount that this particular surge has cost and --

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): Yes, and hopefully something around the impact of that surge.

Jennette Arnold OBE AM: Yes, and impact. Do you know when this surge was thought about? It just seems to me strange that with 78 or 76 days left in his mayoralty -- is it days?

Joanne McCartney AM (Chair): Sounds right.

Roger Evans AM: More than that. It is 84, I think.

Jennette Arnold OBE AM: Eighty-four days before the end of his mayoralty, the Mayor, who is [the occupant of] MOPAC, decides he is going to have a surge?

Harriet Harvey (Senior Commercial Manager, Metropolitan Police Service): As far as I am aware, this idea was conceived in October 2015. It has been in place since then. I cannot comment further.

Jennette Arnold OBE AM: OK. Steve, can you throw any light on the discussions and start of the surge?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): The discussions were just before October of last year. As I said earlier on, October sees a spike in KSIs on the network. We had discussions with the MPS about how we could enhance the level of operational activity on the network around

October and going forward in recognition of the things that have been highlighted: that we have a powered two-wheeler issue around fatalities, that we have more vehicles on the roads and we have more cyclists on the roads. As part of that negotiation with the RTPC I agreed with Paul that we would deliver 9,500 or so additional days. Those days are primarily sourced from existing officer time by moving people from one activity to another.

We agreed throughout this year - and it does run through to the end of this calendar year - that we would do two Safeways and two CUBOs every four weeks and so effectively there would be one major operation a week. Both of those operations have slightly complementary activities. We would run Operation Winchester, which is motorcycle safety, though October, November and January, when again we see peaks in issues. It includes an enhancement through overtime of activities around exchanging places, which is cyclists getting into lorries and lorries getting onto cycles.

When you add all of that up, it means that we are spending about 9,500 more days on road safety. Previously those would have been officer days that would have been prioritised for other areas of the six Cs. We have talked about the RTPC. We have moved that officer time, we have flexed it, we will keep that under review and then at the end of this calendar year we will look at how we take that forward.

Jennette Arnold OBE AM: OK. Amy and Tom, have you noticed any impact since October in this extra activity?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): No, apart from the recent focus on HGVs. That was additional. There was already a focus on HGVs. No, I was not aware of a surge.

Jennette Arnold OBE AM: It is lovely, is it not, this surge?! Tom, were you aware of the surge?

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): I was not aware of the surge, no.

Jennette Arnold OBE AM: It is not a laughing matter. It is very serious. It is just that there are some things that you meet with at which the mind boggles. It seems to me that we have had years and this is such an important issue. It goes back to what Jenny [Jones AM] and we have been saying for years. The whole issue about road crime, its impact on casualties and Londoners, is always below the radar. It is frustration why I laugh rather than anything else.

Can I just ask you then, Steve, what discussions have taken place regarding future opportunities to enhance wider MPS road safety activities? This is in relation to developing a joint TfL/MPS KSI reduction target.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): We have touched on this previously. There is a discussion to be had as we move forward into the next financial year about how the MPS sets itself targets around KSIs. There is already a section in the Policing and Crime Plan on road safety. We would welcome in TfL the opportunity to look at that and review how road collisions and road crimes sit within the hierarchy of MOPAC targets. The challenge is - and Paul [Rickett] would say this, I am sure, if he were here - that there are a whole raft of priorities for the MPS. We all know what they are. We think that there is a discussion to be had about where KSIs, in the broader sense, sit in that hierarchy. We think there is room for the Policing and Crime Plan to perhaps be more granular about how the wider MPS will support road safety.

Jennette Arnold OBE AM: Amy and Tom, would you be supportive of a joint TfL/MPS KSI reduction target?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): Yes, I would, because I do not think the MPS would do one on its own. It would be more proactive if it had TfL pushing it. We have to see the discussion happen. That is what we are missing right now with the Safer Neighbourhood quarterly meetings. No one is there from the RTPC and so there is no discussion at all around driving offences or road safety.

Jennette Arnold OBE AM: They have to be at the table, do they not?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): That is where the community is supposed to be holding the police to account.

Joanne McCartney AM (Chair): We need to ask MOPAC.

Jennette Arnold OBE AM: The point you make is that if they are not at the table then there is no one there to even raise their hand to make a mention.

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): The other observation would be that by joint responsibility it might prompt TfL to introduce engineering measures where they are required. We have not discussed much of outer London but the Mini-Hollands programme, for example, could assist every borough if it was fully implemented and might reduce collisions in outer London as well as inner London.

Jennette Arnold OBE AM: All right. Going on to a point that has been touched on, would you all agree that road crime should be included in official statistics?

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): We will say yes in unison to that.

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): It is a long-standing campaign.

Jennette Arnold OBE AM: Have you made any moves? Are you lobbying Members of Parliament (MPs)? In terms of your organisations, have you started to push for this in any way?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): We included this in our parliamentary manifesto and our members are writing to their MPs, but this has been a longstanding campaign. Even the traffic police have tried to lobby the Home Office to at least get drunk-driving and disqualified driving included as a notifiable crime and they have not been able to over the years. We would like to see any driving offence where someone could be injured considered a notifiable crime.

Jennette Arnold OBE AM: I have a note here saying:

“London should lead the way in including key summary motoring offences in their definition of crime. This should include offences that cause injury, such as careless driving, drink driving, disqualified driving and hit-and-run.”

That came from the national cycling charity, the Cyclists’ Touring Club (CTC).

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): They are sensible words from the CTC. It was also contained in the joint submission from RoadPeace, Living Streets, the CTC and the LCC.

Joanne McCartney AM (Chair): Yes, it was.

Jennette Arnold OBE AM: That is something we would see a real group push to get any new Mayor to consider, to see where they are on this issue, their understanding and what actions a new Mayor of London could take?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): The Home Office defines what notifiable crime is. That is recorded crime. The Mayor and the MPS can add to it. They may not be able to compare it to Greater Manchester but they will at least have the statistics for London.

Jennette Arnold OBE AM: What did you say about Manchester?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): They may not be able to compare it to other police authorities because they will not be providing the same statistics but at least we would have it for London.

Jennette Arnold OBE AM: For London, yes. I am saying mayoral support for that would go down well, I am sure, with the Home Office. I hope.

To LCC and RoadPeace, what should the Mayor, TfL and the MPS prioritise going forward to reduce illegal, anti-social and dangerous driving and road user behaviour on London's roads?

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): I was talking about this earlier. Whilst policing and enforcement are important elements, ultimately this has to be addressed through legitimacy and widespread recognition of the fact that decent behaviour on the roads is as important as decent behaviour in the home and in the school. Car advertisements that tell people they should expect to drive very fast across open roads are not particularly helpful in this respect because that is not the reality in London. Most people, if you were to present that to them, would accept that decent behaviour on the roads is a requirement. More emphasis on the social aspect of good behaviour on the roads would encourage that.

There is a famous Dutch photograph of some ducks crossing a zebra crossing and a car, a bicycle and a motorcycle are all stopped for the ducks. That is really where we should be and how we should be behaving. We should all stop for the ducks. We should behave considerately to each other, whatever vehicle we are driving or riding. That sort of messaging - and it is a marketing issue for TfL - needs to be out there.

Jennette Arnold OBE AM: I totally agree with you. There seems to be so much anger around. You can sometimes feel it. Old Street is part of my constituency and it is the most horrendous place on a morning. It has, I think, the most motorcyclists vying with cars. There will be buses and everything. You can feel the anger in the air. I would not recommend a duck go anywhere near there. You are looking for better behaviour. How would a Mayor, TfL and the MPS prioritise such change in behaviours?

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): You mention Old Street. Old Street is going to have changes. I do not think our local groups in Islington and Hackney felt that the changes were adequate but there will be changes and presumably it will get better than it is at the moment, which is as you describe. It is a horrible place to go in the morning because of the stresses of many different modes of traffic all trying to race through the same space. Engineering can do a lot. Also, more walking and cycling can do a lot simply because we shift from single-occupancy vehicles that take up a fair bit of space to individuals who, whether they are walking or cycling, occupy less space and so there is less demand on the space.

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): TfL and the MPS should be focusing on coming up with a better understanding of the problem. They do roadside surveys to determine mobile

phone use or seatbelt use. You could be doing that with dangerous driving and careless driving. It would require more hours and more videoing, but we should come up with an estimate as to how often it is happening.

Also, there is a lot of confusion about what qualifies as careless and dangerous driving. If you look at the CPS charging standards, they almost completely overlap. I would like to see that tackled and greater transparency about what is being prosecuted.

Jennette Arnold OBE AM: Lovely. In terms of the key road crime and anti-social behaviour concerns, if you were asked, what would you include in the next Mayor's Policing and Crime Plan? What would be your top three or four?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): It would be the driving offences that are most likely to lead to injury. That would be careless driving, speeding, dangerous driving and drink-driving. It would be including the quality of collision investigations so that you would have detection after a crash. I would also say it would be asking about the level of confidence in the police, so that we are not just relying on collision numbers but the perception of safety and confidence in the police to protect road users.

Jennette Arnold OBE AM: You are ready for that question, are you not?

Amy Aeron-Thomas (Advocacy and Justice Manager, RoadPeace): I missed a few opportunities today.

Jennette Arnold OBE AM: Thank you for that. That was great. Tom, your list?

Tom Bogdanowicz (Senior Policy and Development Officer, London Cycling Campaign): I share the same list. I will not repeat that but I will also add the one that I mentioned before, which is lorries, and also vehicles turning left across cyclists and pedestrians. It is not a custom in this country, even, to do that but that is a step that could enable us to build more infrastructure in a more efficient and lower-cost way if the procedure in this country was similar to that in most European countries and that you give way to straight-on traffic if you are turning. It would simplify light signals and so ultimately it could have an impact on congestion and motor traffic flows, let alone cyclists and pedestrians.

Jennette Arnold OBE AM: Thank you very much.

Joanne McCartney AM (Chair): Steve and Harriet, did you want to respond to any of that?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): We would not disagree with some of those points. There is a process thing that I would add, and we are working actively with the MPS on it, which is that we know we need to improve our baselines. We need to improve our intelligence generally. The introduction of a computerised collision-recording system that pervades the MPS - we are aligned with the RTPC in wanting to introduce one - would make a real difference because a lot of the conversation we have had has been about how we can better identify sources of danger and how we can better identify causality.

Joanne McCartney AM (Chair): The MPS is obviously undergoing a big information technology change at the minute. Is it open to that change?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): It is in the list.

Joanne McCartney AM (Chair): It is? You think it should be given higher priority?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): It is not for me to tell the MPS what its priorities are. It is worth a review of the priority it is given within the current wider list. There are a number of very important information management developments going on in the MPS that you will know better than I do from your Committee perspective. The relative position of that collision-reporting application personally is reasonably low and should be higher and I think the RTPC would share that very broad statement, but I am not in a position to give you a definitive answer on where it should sit because it is not my list.

Joanne McCartney AM (Chair): OK. Was there anything else you wanted to say?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): I have said a large amount, actually.

Roger Evans AM: This is a question for Steve. In the longer term - although with the speed of technology developing as it is it may not be as long as we think - driverless vehicles would eliminate all together a lot of these problems. Has TfL done any forward thinking about how you would deal with that?

Steve Burton (Director of Enforcement and On-Street Operations, TfL): We have a number of people far cleverer than me looking at those issues. We have a working group that is starting to dip its toe into this area. If it works, it is a way of increasing the capacity of our current road network because vehicles could drive closer together. We are looking at it. There is a multiplicity of very big international companies looking at this as well and so it is an unstoppable force.

There are real issues from a safety perspective. What is the legal status of a vehicle that is on automation and who is liable for anything that might happen? We are starting to look at that. It is going to happen and we need to prepare for that. We are just starting that thought process. I am sure people of my age have no idea where we are going to end up in terms of that sort of automation and what it can do for London, but ultimately it should make London's roads safer.

Roger Evans AM: I would have thought it might be quite a challenging period during the changeover when you would have vehicles that were automated and vehicles that were not.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): That is true. We will need to carefully consider, not only TfL but London and probably the UK, how we manage the change that is going to happen in terms of safety, in terms of liability and in terms of probity. It is a very complex issue that we are just starting to think about.

Roger Evans AM: Yes.

Jennette Arnold OBE AM: Steve, you will be looking at the use and the increase in use of drones, will you not? I know they are not on the road but they are within that sphere. I know that there have been accidents with drones, maybe not in London.

Steve Burton (Director of Enforcement and On-Street Operations, TfL): I am not an expert on drones. One of the things about drones is how they can be used safely. Again, it is an area we are starting to look at. Equally, is it a highway authority responsibility or an airports responsibility? That all needs to be worked through. It is a good example of where as a collective we need to keep our eyes on technology and sometimes the unintended impacts of that technology.

Joanne McCartney AM (Chair): Thank you. We have come to the end of our questions today. Can I thank you all? I know all of you have sent in written evidence. Of course, if there anything you think could add to our investigation, please do contact us again.

