

SUBMISSION TO THE IHT ROAD SAFETY AWARDS 2008

Road Safety – Reducing All Casualties

REDUCING CASUALTIES IN LONDON

1. Introduction

Following the publication of the Mayor's Road Safety Plan, the London Road Safety Unit (LRSU) was formed in November 2003 to coordinate road safety activities in London. The Plan provides a clear strategic direction for road safety in London along with objectives and casualty reduction targets to be met by 2010.

2. Research and Evaluation

London is fortunate to have an excellent casualty database – ACCSTATS – containing the STATS19 data. This allows detail analysis of collisions, which is vital to ensuring interventions that give value-for-money. There is also a process that logs casualties every month at all new schemes, to provide a running assessment of their effectiveness.

We are also fortunate to be able to support a small research team that investigates specific problems.

3. Road Safety Success to Date

Since 2002 all killed and seriously injured (KSI) in London have fallen from 5650 to 3946 in 2006; a **30% reduction in 4 years**. Pedestrian KSIs have fallen by 21%, cyclist KSIs by 5% (in spite of large increases in numbers) and P2W KSIs by 31%. Child KSIs have fallen from 614 to 392; a 36% reduction. All collisions have fallen from 41,379 in 2002 to 29,810 in 2006; a 28% reduction.

Casualties in London	Baseline (1994-98)	2002	2006	%age redn Base-2006	%age redn 2002-2006
All KSI	6684	5650	3946	41%	30%
Ped KSI	2137	1646	1303	39%	21%
Cycle KSI	567	414	392	31%	5%
P2W KSI	933	1224	848	9%	31%
Child KSI	935	614	392	58%	36%
Slight	38997	35729	25864	34%	28%
All	45681	41379	29810	35%	28%

Progress has been excellent against the original National 40% casualty reduction targets (baseline of 1994-1998), which for all KSI was met in 2005.

The Mayor therefore announced new 50% KSI reduction targets for London in 2006, which we are on course to achieve by 2010.

This success has largely been achieved by good coordinated programmes of road safety engineering, education training & publicity and safety cameras. Some examples of our campaigns include the Children's Traffic Club, A-Z Tales, the JRSO initiative, award-winning motorcycle adverts, the teens 'don't die before you've lived', and BikeSafe London.

4. Commitment

There is a strong commitment in London to reduce the senseless and preventable pain and suffering that road collisions cause. The LRSU now has over 50 staff and an annual budget of over £40M. There are, of course, many other road safety professionals working in the London boroughs, plus the Police and other stakeholders.

5. Innovation

While good results have been achieved using tried and trusted methods, new technology gives us the opportunity for new measures in the future; in particular time-distance cameras and speed limiters in vehicles.

The London Safety Camera Partnership has made a big contribution to casualty reductions, with over 600 speed and red-light cameras in the capital. Our research shows that each camera reduces KSI by around 40% on average. There are, however, still more than 400 sites in London that exceed the (old) DfT criteria of 4 KSI during the previous 3 years on a 1km stretch.

While we will continue with the spot speed camera programme, there is huge potential in treating lengths of major road with time-distance cameras. These have proven to be very effective, especially on motorways. Our first project is to equip a length of the A13, to enforce 40 and 50mph limits.

The majority of roads in London are residential roads in boroughs. 20mph zones have been very successful in reducing casualties (KSI fall by 57%), but there is resistance to using road humps. One alternative will be to install automatic number plate reading cameras at the entries and exits to the zone. Travel times can then be measured and hence average speeds calculated. Where these exceed the threshold, drivers can be issued with penalty notices or offered speed awareness courses. This concept has proven to be very popular with boroughs and we are awaiting type approval of new SPECS3 cameras, following which pilot 20mph zones will be installed.

The most far-reaching innovation for road safety is Intelligent Speed Adaptation (ISA). This uses a digital map of speed limits and GPS positioning equipment to identify the current speed limit and either display this to the driver, or limit the speed of the vehicle. As well as the obvious safety benefits of keeping everyone to the speed limit, there are also likely to be environmental benefits in the shape of lower emissions.

All the speed limit signs in London have been surveyed and a digital map produced. This will be put on the TfL web site and will be down-loadable for use in any GPS receiver (including sat-nav devices) to display the speed limit. Research done for us by ITS Leeds University indicated that collisions would

fall by over 10% if all drivers had the current speed limit displayed on their dashboards.

6. Sustainability

A particular challenge in London arises from a Transport policy based on increasing cycling and walking – vulnerable modes. We work closely with colleagues in walking and cycling to ensure ‘joined-up’ thinking which ensures safer walking and cycling. This has been achieved, particularly in terms of reducing risk per trip or per kilometre.

7. Finally

Collisions on our roads are one of the biggest threats to life and quality of life for modern society, but are taken lightly. This is in complete contrast to, for example, collisions on the railway network. Promoting road safety successes can play an important role in making society aware of the human and financial costs of road death.

Hopefully there are things we have done and will continue to do in the future in London, that will help and encourage other road safety professionals.

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12th February 2008