Road safety update

Member information pack

November 2017
Southwark Council supports the draft Mayor’s Transport Strategy (dMTS) in working towards vision zero. Vision zero sets a target for zero collisions resulting in a fatality or serious injury (KSIs) by 2041, and also contains some very challenging interim targets – particularly 65% reduction in KSIs by 2022 against the 2005-09 baseline, 70% reduction in KSIs by 2030 against the new 2010-14 baseline, and 70% reduction in KSIs in, or by, buses by 2022 against 2005-09 baseline. However the document does not provide details on how this will be achieved, and specifically what will be done differently to achieve the end of bus deaths by 2030. The two modes that have seen significant increase in use in recent years, pedal cycles and motorcycles, present us with particular challenges.

Whilst the borough understands the need to focus on killed and seriously injured, Southwark does not support the absence of reference to people who are slightly injured in Vision Zero, which has had a worryingly upward trend in the last couple of years. Slight injury accidents have both an impact on the individual and community, and can significant impact on confidence to walk and cycle, and perceptions of future safety. Perception of safety is well recognised as a significant barrier to the take up of more cycling in particular.

In March 2015, Southwark became a 20mph borough. We believe that this speed restriction should extend to the Transport for London Road Network (TLRN) particularly where it runs through town centres and close to shops, schools and other community destinations. Partnership working, community engagement and awareness are critical to the success of lower speed limits. The MTS should include a commitment by the Metropolitan Police Service to enforce all speed limits. If the Mayor opts not to direct his police force in this way, the Mayor must identify in the final MTS how compliance can be achieved in other ways such as through the use of average speed cameras.

It is worth noting that the largest proportion of significant casualty sites in the borough are on the TLRN where ultimate control over implementation of any improvements is outside the council’s direct control.

To ensure the success of Vision Zero and Healthy Streets, Southwark believe that a more ambitious behaviour change programme needs to be supported. Growing numbers of incidents on the public highway have distraction by technology as a causation factor across all modes. A sophisticated marketing programme is needed to encourage personal responsibility to complement road safety and active travel education is worth consideration.

Motorcyclists, as vulnerable road users, should be considered as part of the Healthy Streets approach. TfL’s urban motorcycle design handbook should align with Healthy Streets. We reject Proposal 11C which calls on all boroughs to allow motorcyclists to use bus lanes. TfL has not provided the evidence which demonstrates that motorcyclists are safer using bus lanes, and so we request this proposals removal from the final MTS. Southwark’s road network supports very few bus lanes and allowing motorcyclists in any of these would make very little difference to the PTW journey. On Walworth Road and Denmark Hill, where there are over 15 bus routes that converge on Camberwell Green, the lanes’ capacity is already strained for their main purpose bus priority, cycling and black cabs.

Southwark would also support initiatives that encouraged businesses that employ motorcycles for deliveries to ensure the riders fully qualify to contribute to the reduction in PTW incidents. This is an important factor in achieving vision zero given the increasing importance of this mode of delivery.

**Current trends (from the council’s Annual Monitoring Report)**

**Target 9, Reduce the total number of slight casualties by 33 per cent by 2020**

There was a drop in slight casualties from 2014 to 2015, but this was not significant to reach the target. From 2010 the slight casualties number stayed quite constant between the lowest being 905 and the highest being 1045.
We are working to ensure that the slight decrease in 2015 will be the start of a positive trend rather than an occasional decrease and that everything possible is done to ensure we are working towards vision zero. Figure below demonstrates the trend 2004-2015.

Target 10, Reduce all cyclist casualties by 44 per cent by 2020 based on a 2004/08 baseline

This target has not been achieved yet with an increase in the number of cyclist casualties over the years. In 2015 there were 281 cyclist casualties against a target of 108 (by 2020). This was a small reduction on 2014 so it is hoped that the previous upward trend has now been reversed despite increasing cyclist numbers. The increase is due in part to an increase in the number of cyclists; however, we continue to invest and work towards creating safer streets for cyclists. A disproportional amount of cyclist collisions occur with HGVs and we continue to lobby for safer HGVs and practices. The council is ensuring that it leads by example in regards HGVs in its own and its contractors fleets – all council contractors are required to have Freight Operator Recognition Scheme (FORS) bronze accreditation as a minimum, and the council’s own fleet is accredited to FORS gold standard. Figure below displays the trend 2004-2015.
Target 11, Reduce all pedestrian KSIs by 11.1 per cent by 2020 based on a 2004/08 baseline

In 2013 this target was met – 29 against the 2020 target of 36; however in 2015/16 there was a slight increase in the number of pedestrian casualties. The Transport for London Road Network (TLRN) makes up only 9 per cent of Southwark’s roads. Despite this, the amount of casualties on the TLRN is very high. Southwark Council is working with TfL to improve safety on these roads. New junction layouts and controls are some measures that have been installed to reduce casualties. However direct control for implementation of any such measures sits with TfL rather than the council. Figure below shows the trend 2004-2015.
Recent and future TfL projects

- Elephant and Castle works
- Camberwell Town Centre – Consulted earlier this year, awaiting consultation results. TfL are aiming to construct this scheme in 2018. Whilst the council believes this scheme lacks ambition in terms of public realm transformation, the scheme is designed primarily to address cyclist and pedestrian collisions.
- Peckham pedestrian road safety scheme – Cllr Wingfield has written to the mayor impressing upon him and TfL to proactively respond to the 2 fatal and 1 serious incident in the last 14 months involving a pedestrian being hit by a large vehicle on or near the crossing and bus stop. TfL have been developing a ‘Pedestrian road safety pilot’ project for Peckham town centre for in excess of two years but we are yet to see any physical measures consulted or implemented. Peckham High Street has long been recognised as a pedestrian safety blackspot.

Recent and future LBS projects

- Implementation of 20mph borough in 2015 – leading to 1mph speed reductions on average but around 3mph on the priority busy roads. A further programme of physical works at 8 high priority sites will shortly be consulted on
- The council continues to invest heavily in improvements to cycling and pedestrian infrastructure – for example, quietways 1, 7, 14 and safety improvements at Crystal Palace Parade are complete or under construction
- Southwark Spine, and 2 further quietways under consultation
A programme of school safety improvements has been developed to improve road safety around key sites in the council’s schools expansion programme. The first two sites are currently at consultation and detailed design stage, with a further 2 sites in phase 1 and 4 sites in phase 2 coming forward in 2018.