

## **Road safety summary:**

- Greater London Authority Act allocated responsibility for provision of a safe transport system to office of the mayor, and stated that the policies and proposals will be published within the Mayor's transport strategy
- Act also establishes Transport for London as a body for implementation of the transport strategy
- Act also includes a section specific to road safety (279 – below) that I believe states that TfL/boroughs must prepare and carry out programmes to improve road safety
- Safety is mentioned as part of the 6<sup>th</sup> objective within The London Plan , and also links in to objectives within the Mayor's Transport Strategy (which was published the year prior)
- London Plan policy 6.12 on road network capacity specifies that safety needs to be a consideration within any road network improvement scheme
- The Mayor's Transport Strategy looks at safety and security as a wider issue, with a number of proposals linked specifically to road safety (listed below)
- 'Reducing the number of road traffic casualties' is a specified desired outcome for the strategy, with 4 linked outputs (listed below), with the strategic outcome indicator being the volume of road traffic casualties

## **Greater London Authority Act 1999**

### ***141 General transport duty***

(1)The Mayor shall develop and implement policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London.

(2)The powers of the Authority under this Part shall be exercised for the purpose of securing the provision of the transport facilities and services mentioned in subsection (1) above.

### ***142 The Mayor's transport strategy***

(1)The Mayor shall prepare and publish a document to be known as the "transport strategy" containing—

(a)his policies under section 141(1) above, and .

(b)his proposals for discharging the duty under section 141(2) above.

### ***Transport for London***

### ***154 Establishment***

(1)There shall be a body corporate to be known as Transport for London. .

(2) Transport for London shall have the functions conferred or imposed on it by this Act, or made exercisable by it under this Act, and any reference in this Act to the functions of Transport for London includes a reference to any functions made exercisable by it under this Act.

(3) Transport for London shall exercise its functions—

(a) in accordance with such guidance or directions as may be issued to it by the Mayor under section 155(1) below,

(b) for the purpose of facilitating the discharge by the Authority of the duties under section 141(1) and (2) above, and

(c) for the purpose of securing or facilitating the implementation of the transport strategy.

### ***156 General powers***

(1) Transport for London may form, promote and assist, or join with any other person in forming, promoting and assisting, a company for the purpose of—

(a) carrying on any activities which Transport for London has power to carry on, or .

(b) carrying on such activities together with activities which Transport for London does not have power to carry on.

### ***279 Road safety information and training.***

(1) Section 39 of the [1988 c. 52.] Road Traffic Act 1988 (powers of Secretary of State and local authorities as to giving road safety information and training) shall be amended as follows. .

(2) For subsection (2) (duty of local authority to prepare and carry out measures to promote road safety etc.) there shall be substituted—

“(2) Each relevant authority— .

(a) if it is a local authority, must prepare and carry out a programme of measures designed to promote road safety, or

(b) if it is Transport for London, may prepare and carry out such a programme,

and may contribute towards the cost of measures for promoting road safety taken by other authorities or bodies.”

(3) In subsection (3) (duty of local authority to carry out and act upon studies into accidents arising out of the use of vehicles on roads in their area, other than trunk roads) for the words preceding paragraph (a) there shall be substituted “Each relevant authority—”.

(4) In paragraph (a) of that subsection (the duty to carry out the studies)—

(a) after “use of vehicles” there shall be inserted—

“(i) if it is a local authority,”;

(b)after “other than” there shall be inserted “GLA roads or”; and  
(c)at the end there shall be added “or  
(ii)if it is Transport for London, on GLA roads or parts of GLA roads.”.

(5)After subsection (3) there shall be inserted—

“(3A)The duties imposed by subsection (3) above are without prejudice to the generality of subsection (2) above and—

- (a)in the case of a local authority, are to be discharged in pursuance of their duty under subsection (2)(a) above; and
- (b)in the case of Transport for London, are to be discharged by exercising their powers under subsection (2)(b) above.”

(6)In subsection (4) (definitions) the following definitions shall be inserted at the appropriate places—

““GLA road” has the same meaning as in the [1980 c. 66.] Highways Act 1980 (see sections 329(1) and 14D(1) of that Act);”;

“relevant authority” means a local authority or Transport for London.

## **The London Plan 2011**

Sixth objective:

- A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames, and supports delivery of all the objectives of this Plan.

6.3 The main source of policy on transport is the Mayor’s Transport Strategy (MTS). This sets six thematic goals, which link to the six themes of this Plan:

- Supporting economic development and population growth
- Enhancing the quality of life for all Londoners
- ***Improving the safety and security of all Londoners***
- Improving transport opportunities for all Londoners
- Reducing transport’s contribution to climate change, and improving its resilience
- Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy.

Delivery of the Mayor’s Transport Strategy will be essential to achievement of the vision and objectives of this Plan, which sets out the spatial development policies that will be needed for

implementation of the MTS. Implementation of the policies and proposals in the two documents will be monitored in a co-ordinated way, and an integrated approach will be taken to their review, revision and alteration.

**Policy 6.12**  
**Road network capacity**

**Strategic**

A The Mayor supports the need for limited improvements to London's road network, whether in improving or extending existing capacity, or providing new links, to address clearly identified significant strategic or local needs.

**Planning decisions**

B In assessing proposals for increasing road capacity, including new roads, the following criteria should be taken into account:

- a) the contribution to London's sustainable development and regeneration including improved connectivity
- b) the extent of any additional traffic and any effects it may have on the locality, and the extent to which congestion is reduced
- c) how net benefit to London's environment can be provided
- d) how conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved

**e) how safety for all is improved.**

C Proposals should show, overall, a net benefit across these criteria when taken as a whole. All proposals must show how any dis-benefits will be mitigated.

**The Mayor's Transport Strategy 2010**

***Improving the safety and security of all Londoners***

36 The strategy will seek to continue the trend of reducing road traffic casualties and injuries. Increasing levels of cycling will lead to a virtuous circle of increased awareness among other road users and a reduced injury rate. Safety for public transport passengers will continue to be paramount. Implementation of best practice design guidance and improved surveillance through police officer patrols, staff visibility and CCTV) will reduce crime rates and improve perceptions of personal safety and security.

*Goal: Improve the safety and security of all Londoners*

*Challenge: Improving road safety*

*Outcomes: Reducing the number of road traffic casualties*

*Outputs:*

- *Safer roads including improved facilities for cyclists and pedestrianstthrough better design and road safety engineering*
- *More considerate road user behaviour through road safety education and advertising*

- *Reduced speeding through the further implementation of average speed cameras and the development and rollout of intelligent speed adaptation in vehicles*
- *More deterrent to speeding, drink/drugdriving, and driving without insurance through expanded and visible enforcement*

***Proposals to improve safety and security***

## 5.16 Improving road safety

### 5.16.1 Introduction

<sup>483</sup> In recent years the number of casualties from road traffic collisions have fallen significantly (Figure 48), but despite the progress made London still has an unacceptable number of road casualties each year. The Mayor proposes to improve London's record, a commitment demonstrated by signing the European Road Safety Charter in July 2009.

<sup>484</sup> Figure 49 shows the excellent progress achieved over the past decade by category of casualty. By 2004, London had achieved the national target – a 40 per cent reduction in the number of KSIs (killed or seriously injured) in road collisions, a 50 per cent reduction in the number of child KSIs and a 10 per cent reduction in slight casualties compared to the 1994 to 1998 average. Reaffirmed by the Mayor, more challenging targets were set in 2006 to be achieved by 2010. These included a 50 per cent reduction in total KSIs, 60 per cent reduction in child KSIs and for the slight injury rate to fall by 25 per cent by 2010. New targets were set for a reduction in pedestrian and cycle serious injuries and fatalities by 50 per cent.

<sup>487</sup> By 2017, TfL's Business Plan commitments aim to achieve a 63 per cent fall in the total number of KSI casualties to approximately 2,470 KSIs per year, compared with the 1994 to 1998 average of 6,684 KSIs. Casualty reduction targets by 2020, compared to the 2004 to 2008 baseline are to be set for the UK by the DfT in 2010. Road user groups are likely to have individual targets and TfL will work towards achieving the new targets. If current funding levels are retained, it is estimated that casualty reductions over the new 2004 to 2008 baseline may continue to 2031. At the level of funding identified in the TfL Business Plan 2010 to 2017/18, an overall reduction in the KSI casualties of 50 per cent compound to a baseline from 2004 to 2008, is anticipated across London.

***Proposal 64***

The Mayor, through TfL, and working with the London boroughs, police, Highways Agency, road safety partnerships, and other stakeholders, will seek to achieve any new national road safety targets and such further road safety targets as the Mayor may set from time to time.

***Proposal 65***

The Mayor, through TfL, working with the police, Highways Agency, London boroughs, road safety partnerships and other stakeholders, will develop a new Road Safety Plan to reflect any new road safety targets to be set by the Government or the Mayor and review progress every five years.

***Proposal 66***

The Mayor, through TfL, will continue to monitor road safety schemes and publish road safety casualty reports and research.

***Proposal 67***

The Mayor, through TfL, and working with the London boroughs, police, DfT, and other stakeholders, will undertake public information and engagement to improve

road user behaviours and reduce the risk of collisions.

***Proposal 68***

The Mayor, through TfL, the police and working with the DfT, London boroughs, road freight operators and other stakeholders, will improve safety for cyclists in the vicinity of HGVs and other vehicles, by:

- a) Encouraging the Government to amend legislation and remove the current exemption for HGVs being fitted with sideguard protection
- b) Working to increase the number of HGVs with sideguards or fitted with electronic warning devices that detect cyclists
- c) Raising awareness among drivers of the safety benefits of advance stop line areas

***Proposal 69***

The Mayor, through TfL and working with the DfT, London boroughs, road freight operators and other stakeholders, will seek enhanced vehicle and driver safety from organisations operating corporate fleets by working with the freight sector and other stakeholders, promoting increased membership of the Freight Operator Recognition Scheme, and encouraging operators to uptake and demonstrate freight best practice.

***Proposal 70***

The Mayor, through TfL, and by working with the DfT, London boroughs and Health and Safety Executive, will seek to improve road safety by developing initiatives and working with employers to increase work related road safety and to reduce casualties involving work-related vehicles and activities.

***Proposal 71***

The Mayor, through TfL, and working with the London boroughs, Highways Agency and other stakeholders, will implement targeted physical engineering and other design considerations to improve road safety across London's road network.

***Proposal 72***

The Mayor, through TfL, and working with the DfT, London boroughs, vehicle manufacturers and other stakeholders, will encourage the introduction of voluntary 'intelligent speed adaptation', subject to the outcome of trials in corporate fleets, including freight, passenger transport and company cars and vans.

***Proposal 73***

The Mayor, through TfL, and working with the police, London boroughs and other partners will continue implementing effective enforcement measures, targeted at locations with poor collision records across London's road network, including new average speed cameras which will be trialled subject to local consultation, for example, on main roads and for enforcing speed in 20mph zones.