

	<p style="text-align: center;">Environment Committee</p> <p style="text-align: center;">24 July 2014</p>
<p style="text-align: right;">Title</p>	<p>LB Barnet response to TfL's consultation on the Draft Cycling Safety Action Plan</p>
<p style="text-align: right;">Report of</p>	<p>Declan Hoare, Lead Commissioner for Housing and Environment</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 Draft LB Barnet response to Transport for London's Cycle Safety Action Plan Consultation Appendix 2 Draft Cycling Safety Action Plan consultation actions to which no comment is proposed</p>
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Summary

This report sets out the background and proposed response to Transport for London's consultation on the Draft Cycle Safety Action Plan. The committee is asked to approve the draft response to the consultation set out in appendix 1 that highlights potential issues with actions included in the draft plan and items that are particularly welcome.

Recommendations

1. That the Committee approves the response to TfL's consultation on the Draft Cycle Safety Action Plan as set out in Appendix 1

1. WHY THIS REPORT IS NEEDED

- 1.1 In 2013 the Mayor of London and Transport for London (TfL) published Safe Streets for London: The Road Safety Action Plan for London 2020. This set a London level target to reduce killed or seriously injured (KSI) casualties by 40 per cent, from the 2005-2009 baseline period, by 2020.
- 1.2 This is in the context of significant growth and investment in cycling envisaged in the Mayor's Transport Strategy and the Mayor's Cycling Vision to help address London transport needs.
- 1.3 Safe Streets for London identified cyclists as vulnerable road users and identified that a new Cycle Safety Action Plan would be produced to address the concerns and challenges this presents.
- 1.4 A draft Cycling Safety Action Plan has now been compiled by TfL working with a number of stakeholders, making up the Cycling Safety Working Group. The Plan outlines 32 key actions to target the key factors in collisions and help reduce cyclist casualties across London.
- 1.5 On 13 June, TfL launched a consultation on the draft Cycling Safety Action Plan and is seeking comments from stakeholders on the draft Plan by 25 July in advance of final publication in the summer.
- 1.6 A proposed response to the consultation is included at Appendix 1.

2. REASONS FOR RECOMMENDATIONS

- 2.1 To help ensure that the final action plan addresses cycle safety in London generally and in Barnet in particular taking into account issues identified from the draft.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Committee could choose to not respond to the consultation or to simply endorse the London Councils response (although the final details of this are not currently known). Officer comments have been provided to inform London Council's response to TfL's consultation.

4. POST DECISION IMPLEMENTATION

- 4.1 If approved the draft response in Appendix 1 will be submitted to TfL. It is anticipated that feedback from the consultation will inform the final Cycle Safety Action Plan when it is published later in the year.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Council's Corporate Plan 2013 – 2016 states in its strategic objectives

that it will work with local partners to Create the right environment to promote responsible growth, development and success across the borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. It also identifies outcomes related to helping residents stay healthy and active.

- 5.1.2 The Local Plan Core Strategy and the borough's Local Implementation Plan of the London Mayor's Transport Strategy both identify make travel safer and more attractive and making cycling and walking more attractive for leisure, health and short trips within their policies / objectives, and include targets for to increase cycling. The Local Implementation Plan also includes targets to reduce road traffic casualties.

5.2 **Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

- 5.2.1 There are no direct resource implications arising from this report.

5.3 **Legal and Constitutional References**

- 5.3.1 No specific legal issues have been identified.
- 5.3.2 The Council's Constitution (Responsibly for Functions, Annex A) gives the Environment Committee responsibilities for commissioning road safety, and transport and traffic management. Committees are authorised to discharge all functions within their terms of reference except those reserved to full council.

5.4 **Risk Management**

- 5.4.1 There would be a reputational risk if LB Barnet does not respond to the consultation. This can be fully addressed through this report.

5.5 **Equalities and Diversity**

- 5.5.1 Cyclists are disproportionately male, younger adults and consequently these groups are more likely to suffer injury as cyclists. Safety concerns are a factor that may prevent other groups from taking up cycling that the Action Plan may help to address.
- 5.5.2 Responding to the consultation does not compromise the Council in its compliance with its statutory equality duty.

5.6 **Consultation and Engagement**

- 5.6.1 This is a response to a consultation being undertaken and led by Transport for London (TfL). There is no intention to undertake any separate consultation at this time.

6. BACKGROUND PAPERS

- 6.1 Full details regarding the consultation, including the draft cycling safety action plan, can be found on the TfL consultation website at <https://consultations.tfl.gov.uk/cycling/draft-safety-action-plan> .

APPENDIX 1 – DRAFT RESPONSE TO CYCLING SAFETY ACTION PLAN CONSULTATION

Thank you for the opportunity to comment on the draft Cycling Safety Action Plan. We have the following observations to make on specific actions included within the plan, and one additional observation.

<p>Action 1</p> <p>Together with London boroughs, TfL will deliver the major infrastructure programmes of the Mayor's Vision for Cycling in London emphasising the importance of cycle safety on the TLRN and borough roads. This includes implementing:</p> <ul style="list-style-type: none"> • at least 50 per cent of the Central London Grid by 2016 and Quietways, achieving a safe and connected network for cycling • new Cycle Superhighways and upgrading the existing Cycle Superhighway routes • three mini-Holland schemes in the London Boroughs of Enfield and Waltham Forest, and Royal Borough of Kingston upon Thames • 33 Better Junctions to create a step-change in cycle and pedestrian safety at key junctions. Ten schemes will be delivered by 2016. 	<p>London Council's draft response for this action, with which we concur in noted that:</p> <p>This action should list the ten junction schemes that will be delivered by 2016. TfL should provide details on their prioritisation criteria and also consider the feasibility of developing temporary/emergency safety actions that protect cyclists and pedestrians the most problematic junctions</p>
<p>Action 2</p> <p>TfL will publish the London Cycling Design Standards (LCDS) to deliver world class cycle designs on the TLRN and require the application of the standards in all schemes, including those on borough roads through the Local Implementation Plan (LIP) programme.</p>	<p>Although our current understanding is that the new LCDS provides a range of different measures that may be appropriate in different circumstances, the suggested action is too prescriptive regarding borough actions on borough roads.</p> <p>The action should be reworded to 'encourage' rather than 'require' application of the standards.</p>

	<p>This would still help achieve consistency and good practice in scheme design (including LIP funded schemes) without restricting the borough from making the decisions it considers appropriate on its own road network.</p>
<p>Action 3</p> <p>TfL will support and encourage best practice application of the LCDS on the TLRN and borough roads through offering continued professional development training for TfL and borough engineers, scheme designers and auditors.</p>	<p>This is welcome</p>
<p>Action 4</p> <p>TfL will focus its road safety engineering programme on locations on the Transport for London Road Network (TLRN) where vulnerable road users can be made safer.</p> <p>London boroughs will be strongly encouraged to prioritise cycle safety through the three-yearly Local Implementation Plan (LIP) programmes and by publishing annual borough hotspot maps.</p>	<p>TfL should also acknowledge that the boroughs' core LIP programme has the flexibility to be spent within the parameters and priorities set out in the Mayor's Transport Strategy. Therefore, for some boroughs there may be higher priorities in terms of road safety and in other terms.</p> <p>The reasoning behind the dates assigned to this action is unclear</p>
<p>Action 5</p> <p>TfL, alongside the City of London, will trial 20mph speed limits on two stretches of the TLRN in the City of London, including London Bridge and Blackfriars Bridge, to create safer and more attractive environments for cycling. The trials will be closely monitored to help understand the potential of 20mph limits at other locations on the TLRN. TfL will also continue to encourage London boroughs to deliver more 20mph schemes through their LIP programmes.</p>	<p>London Council's draft response for this action, with which we concur noted that:</p> <p>As mentioned in the London Councils response to the Pedestrian Safety Action Plan, this action should aim at continuing expanding 20mph on the TLRN. This action should align with the categorisation of lengths of the TLRN under the Roads Task Force where these are high streets and high roads in town</p>

	<p>centres.</p> <p>A number of boroughs have adopted, or are in the process of adopting, borough-wide 20mph speed limits and many others have created more 20mph zones. However, borough efforts to encourage speed reduction will only work if appropriate enforcement regimes are in place. London Councils would like greater clarification on what support will be provided by TfL to implement 20mph schemes and enforce them. This action should therefore read as: <i>'TfL will seek to support those boroughs looking to deliver more 20mph schemes...'</i></p> <p>TfL should also acknowledge that the boroughs' core LIP programme has the flexibility to be spent within the parameters and priorities set out in the Mayor's Transport Strategy. Therefore, for some boroughs delivering more 20mph schemes may not be as important as other Mayoral priorities such as other cycling measures or smoothing traffic flows.</p>
<p>Action 6</p> <p>TfL will improve the comfort and safety of popular cycling routes on the TLRN by inspecting them more often and maintaining them to higher standards.</p>	<p>This is welcome</p>
<p>Action 16</p> <p>TfL will extend the safety principles of FORS by developing cycle safety initiatives for other operator sectors such as buses, coaches, tour buses, taxis, private hire vehicles, light goods vehicles, cycle couriers and cyclists generally,</p>	<p>This is welcome. This is the only action that seems to directly address the disproportionate level of conflict with taxis / private hire vehicles. Extending SUD to these</p>

<p>encouraging drivers to be more sympathetic to vulnerable road user needs by:</p> <ul style="list-style-type: none"> • extending and adapting the Safe Urban Driving (SUD) training into the coach, taxi and private hire industries. Options to mandate this training, for example to all newly licensed taxi and private hire drivers, will be investigated • lobbying the Driver & Vehicle Standards Agency (DVSA) to further emphasise cycle safety in the hazard perception in the driver theory test • including key cycle safety messages in taxi and private hire trade papers and TfL licensee updates • working with the taxi and private hire industry to ensure all Taxicard and Capital Call scheme drivers have undertaken vulnerable road user driver awareness training. 	<p>drivers seems valuable and feasible given licensing requirements.</p>
<p>Action 21</p> <p>In partnership with the MPS and CoLP, TfL will double the number of Exchanging Places events aimed at cyclists to 100 per year by:</p> <ul style="list-style-type: none"> • delivering at least one event per month with London Buses • holding Exchanging Places events alongside commercial vehicle enforcement to promote a balanced approach to enforcement and road user safety • running pop-up Exchanging Places and cycle safety events • investigating introducing events at schools and workplaces • considering conducting a touring event of major town centres across London. 	<p>This is welcome</p>

<p>Action 24</p> <p>Together with London boroughs, TfL will double the number of adult cyclists receiving advanced safety skills training by:</p> <ul style="list-style-type: none"> • developing London-specific training with key safety messages offered at Level 2 National Standards (Bikeability) • re-packaging and diversifying adult cycle training so that 25 per cent of all adults who undertake cycle training achieve Level 3 National Standards (Bikeability) by 2020. 	<p>It seems inconsistent that 25% of adult training should be to level 3 when it is envisaged that 75% of training for secondary pupils should be to level 3.</p> <p>Conversely might ensuring 25% of those undertaking training achieve level 3 prevent some people being trained at a lower level?</p>
<p>Action 25</p> <p>Together with London boroughs, TfL will increase the number of children receiving cycle training and the level of skill among child cyclists, by:</p> <ul style="list-style-type: none"> • offering all pupils in London cycle training to a minimum of Level 2 National Standards (Bikeability) and to Level 3 National Standards (Bikeability) wherever possible • improving cycling skills so that 75 per cent of training undertaken by primary school children by 2020 is at a minimum of Level 2 National Standards (Bikeability) • creating targeted training for teenagers aged 15-16 years to support independent active travel and improve skills so that 75 per cent of training undertaken by secondary school-aged children is to Level 3 by 2020. 	<p>It seems inconsistent that 25% of adult training should be to level 3 when it is envisaged that 75% of training for secondary pupils should be to level 3.</p> <p>Might ensuring 75% of primary training is to level 2 and 75% of secondary training to level three prevent some people being trained at a lower level where appropriate?</p>
<p>Action 32</p> <p>TfL will continue to build an evidence base by undertaking further research to understand and improve its knowledge of cycle safety, particularly in the following areas:</p> <ul style="list-style-type: none"> • Cyclist fatalities • Serious injury collisions • Cyclists and their bicycles 	<p>This is welcome</p>

<ul style="list-style-type: none"> • Other vehicles and their drivers • The law • Infrastructure • Casualty trends and risk 	
Additional comment	<p>“Figure 2 ‘International cycling fatalities per million population’ is misleading as it does not take into account higher levels of cycling in some cities. Recasting the metrics to present the risks per kilometre travelled or per number of daily cyclists would be more appropriate.</p>

APPENDIX 2 – DRAFT CYCLING SAFETY ACTION PLAN

CONSULTATION ACTIONS TO WHICH NO COMMENT IS PROPOSED

Action 7 For the first time, TfL will publish planned and emergency diversion routes which take cyclists along the safest and most direct routes when usual routes are unavailable, and will seek to keep routes open for cyclists unless space constraints or safety are compromised.

Action 8 TfL, in conjunction with London Councils and London boroughs, will work to deliver the Mayor's proposed Safer Lorry Scheme to ensure that all HGVs entering London have appropriate safety measures fitted, to help better protect cyclists and pedestrians.

Action 9 TfL will work with bus manufacturers and operators to trial vehicle technologies to improve the safety of cyclists by:

- trialling innovative vehicle technology to identify the potential benefits to cyclist safety of radar and optical sensors on London buses
- trialling Intelligent Speed Adaptation (ISA) technology on London's buses. ISA technology prohibits a vehicle travelling above the designated speed limit
- exploring how improvements to bus design could protect cyclists, drawing on international best practice.

Action 10 TfL will work with the freight, fleet and construction logistics industries to target an improvement in vehicle and driver safety standards by:

- holding supplier seminars to stimulate the development of innovative vehicle safety technology
- encouraging and supporting small fleet operators to become accredited with the Fleet Operator Recognition Scheme (FORS)
- encouraging the uptake and retrofit of effective vehicle safety technology on all existing lorries
- increasing the uptake of FORS, particularly in the GLA family, London boroughs, the wider public sector and their suppliers.

Action 11. Together with partners, TfL will improve the safety of cyclists around lorries by:

- trialling quiet vehicle technology to expand off-peak delivery, separating cycles from lorries in rush hour
- working with industry to develop for the first time new front under run protection
- working with operators to develop and test better designs for side guards.

Action 12 TfL will work with manufacturers and cycle businesses to help cyclists be safe by:

- offering advice on accessing training and cycling safely when buying a cycle
- challenging cycle manufacturers to increase the conspicuity of bicycles, for example building into the frame lights and retro-reflective equipment or irremovable bells, through innovator seminars.

Action 13 TfL will lobby vehicle manufacturers and representative organisations to make vehicles safer for cyclists by pushing for:

- Autonomous Emergency Braking Systems to be fitted to all new cars as standard
- research into the potential of a Rapid Emergency Impact Braking System (RIBS) to rapidly stop HGVs if they hit a cyclist, in order to prevent fatal crushing injuries
- a specific new European New Car Assessment Programme (EuroNCAP) safety rating for cars' impact protection of cyclists and for EuroNCAP to extend its star score ratings to include buses and HGVs for non-occupant safety.

Action 14 TfL will lobby:

- the DfT to improve lorry and driver safety through regulatory change, such as vehicle design and embedding safety in the driver Certificate of Professional Competence
- the EC to ensure that commercial vehicles are designed to give the driver maximum direct visibility around their vehicle.

Action 15 TfL will work with the freight, fleet and construction logistics industries to improve driver safety standards for cyclists by:

- putting 10,000 drivers a year through safety training (such as the Safe Urban Driving (SUD) course) and measuring driver attitude and behaviour changes arising from undertaking the SUD course
- working to extend the rigour of on-site Health and Safety requirements to off-site trips.

Action 17 TfL will work with bus operators to improve awareness of cycle safety through driver training and recruitment by developing a training module on vulnerable road users for incorporation into Driver CPC training so that every bus driver participates in this refreshed training by 2015.

Action 18 TfL will raise awareness among bus operators and drivers of high cyclist risk locations by:

- using both bus Incident Reporting & Information System (IRIS) data and Police STATS19 data to build a comprehensive picture of high risk locations for cyclists

across the bus network to help inform driver safety briefings and risk mapping on a route by route basis

- undertake further analysis of the common conflict types between buses and cyclists to inform training materials and safety messages for drivers.

Action 19 TfL will lobby the DfT to emphasise the prominence of cycling and the safety of cyclists and other vulnerable road users by identifying improvements in the Highway Code and better aligning it with advice from National Standards (Bikeability) training.

Action 20 TfL will work with London's Police and the Driver and Vehicle Standards Agency (DVSA) to increase enforcement of driver and rider behaviour and vehicle safety by:

- tasking the Industrial HGV Task Force and Commercial Vehicle Unit to take direct action against dangerous drivers, vehicles and operators
- encouraging Police to trial waiving cyclists' first offence Fixed Penalty Notices (FPNs) on condition of attendance at an Exchanging Places/training hub event
- providing intelligence about where cyclists face high levels of risk to support the Cycle Task Force's corridor enforcement programmes and wider regular police enforcement campaigns at key junctions on at least two days per month
- supporting the use of alternatives to financial penalties, such as National Driver Offender Retraining Scheme (NDORS) courses (e.g. Capital Cycle Safe).

Action 22 TfL will work with the London criminal justice system – the Police and the Courts, to:

- improve understanding and transparency of enforcement action and the criminal justice response to prevent KSIs
- support targeted training to ensure best practice in STATS19 data collection
- write to Coroners to ensure optimal use is made of reports by Coroners which highlight solutions that might prevent deaths and recurrent causes of death
- working with the CPS and Courts to encourage greater understanding of cyclists road traffic incidents and encouraging consistent and appropriate use of disposal outcomes such as driving bans.

Action 23 TfL will launch a dedicated London Virtual Skills Hub using online booking of cycle training and advanced safety skills to attract commuter cyclists through workplaces including the use of 'London by Bike' seminars, pop-up locations and bookable time-slots for targeted and advanced skills courses (e.g. advanced

commuter skills with bicycle repair and maintenance), taking advantage of partnership and sponsorship opportunities.

Action 26 TfL will develop and launch campaigns to change behaviour among all road users to make cycling safer by sharing roadspace, and:

- further developing the cycle safety tips campaign to ensure effective targeting of key messages
- providing clarity to cyclists and drivers on the use of new cycling infrastructure
- creating opportunities to raise awareness of cycle safety through all forms of media

Action 27 The London boroughs and TfL will work with cycle training providers to increase the uptake and effectiveness of cycle training, equipping cyclists with the skills to travel safely by:

- ensuring that key Highway Code and safety messages are adopted at Level 2 National Standards (Bikeability)
- amending the pan-London cycle training contract to achieve more Level 3 National Standards (Bikeability) training for secondary school aged-children and adults.

Action 28 Together with the Cycle Safety Working Group, TfL will coordinate delivery of this draft plan, by:

- working intensively with freight operators and industry to improve freight and fleet safety
- working with the Police to learn lessons from cyclist KSI collisions at high priority junctions
- drawing on intelligence and insight from cycle safety stakeholders and the Police to deliver targeted site-specific enforcement, and engaging with road users to deliver cycle safety messages
- working with London Councils to offer tailored training to enhance and improve road safety resources and skills within each borough.

Action 29 TfL will work with the MPS and CoLP to target education and enforcement to directly improve the safety of cyclists and other vulnerable road users through:

- increasing the number of police officers in the Cycle Task Force from 39 to 50
- supporting and improving the Roadsaf London online intelligence gathering tool
- working in partnership with the MPS to support the activities of recently installed Road Safety Senior Responsible Officers in Borough Police Operational Command Units.

Action 30 TfL will revolutionise the levels of knowledge about cycle safety in London working with London boroughs to:

- create new links with London hospitals to improve serious injury data collection
- systematically collect and monitor the levels of cycling with London boroughs
- evaluate the effectiveness of activities to improve cycle safety for all.

Action 31 To deliver its commitment to improve the perception of cycle safety among both cyclists and non-cyclists, TfL's programme will be integrated with Public Health objectives by:

- supporting borough transport teams in coordinating road safety programmes with their Public Health colleagues to increase cycling and walking
- encouraging use of the WHO HEAT tool through training and best practice guidance to support business case development for initiatives that will deliver more and safer cycling
- working with the media to promote cycle safety.