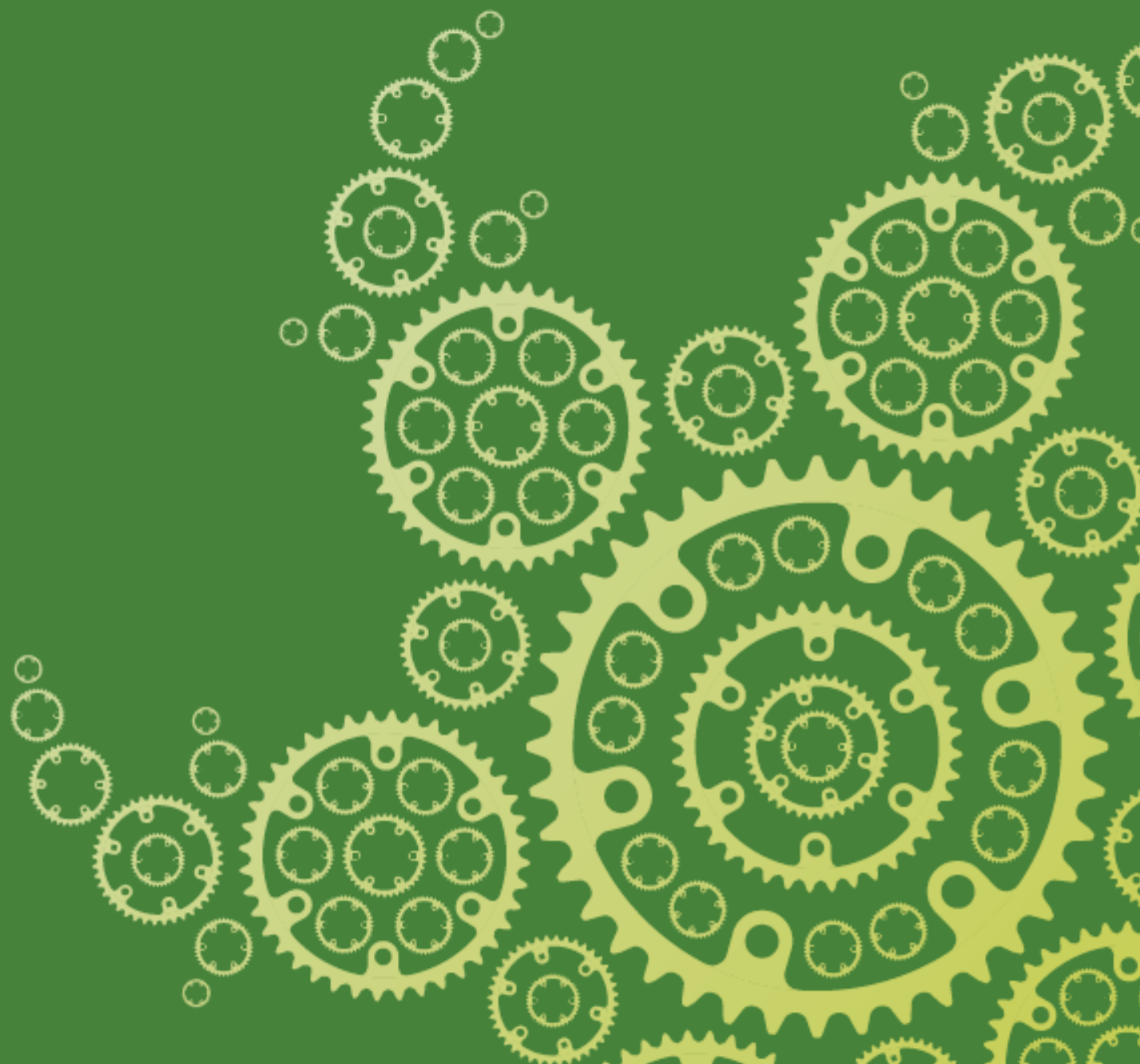


Transport for London

Cycle Safety Action Plan

End of year review 2011



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I Foreword by Kulveer Ranger

London continues to embrace cycling, especially as major projects such as the Mayor's Barclays Cycle Hire Scheme, the Barclays Cycle Superhighways and the Biking Boroughs have got in to full swing over the past year. However, anyone who cycles in London will understand the importance of making our roads safer for everyone but particularly for cyclists who can feel especially vulnerable on London's streets. The Mayor is determined to turn the Capital into a cyclised city – a civilised city where people can ride their bikes safely and easily in a pleasant environment. This is why safety is at the heart of everything that we do.

A year ago, the Mayor put in place measures that were published in our Cycle Safety Action Plan which contains 52 separate actions to address the safety of cyclists. The plan has a clear aim of identifying the challenges to improving cycle safety, analysing how best they can be addressed and describing the actions to be carried out to improve safety for cyclists.

City Hall, Transport for London and a myriad of organisations have been working in partnership to deliver the actions contained in the plan, and to ensure that every person who gets on a bike feels, and most importantly is, as safe as possible. This is no mean challenge but coupled with an unprecedented investment in the delivery of innovative cycling schemes, our ongoing work with the Department for Transport to examine regulations and trial new technology such as roadside safety mirrors; our work with the 13 Biking Boroughs to ensure that cycling is at the heart of their transport plans; and collaboration with the freight industry through a Memorandum of Understanding, we have made good progress to date across the 52 actions in the plan. None of this would have been possible without the dedication and commitment of the members of the Cycle Safety Working Group, and I would like to take this opportunity to thank them for their work.

This report monitors our progress to date and demonstrates that cycling in the Capital is getting safer; and that this is being accompanied by ever increasing numbers of people taking to two wheels. We want those trends to continue because that is what a cycling revolution should achieve, it is what the Cycle Safety Action Plan aims to deliver and the Mayor will continue to do everything in his power to make cycling in London a safe, accessible and pleasant activity.

2 Introduction

Delivering a cycling revolution in London

In 2010 the Mayor of London launched the year of cycling. The intention was to make physical and cultural changes to ensure London became a cyclised city – one where people could ride their bikes safely, enjoyably and easily in an environment that embraces cycling. To ensure this became a reality, it was clear further investment, strong partnership working and ongoing political leadership was needed. The increased investment in recent years has seen a rise in the number of people cycling in the Capital. Millions of Londoners now experience the benefits of cycling, such as improved health, better quality of life, cost savings and reduced carbon dioxide emissions. The Mayor wants these benefits to be enjoyed by even more people and is aiming for a 400 per cent increase in cycling by 2026, compared with the 2001 baseline¹.

The importance of cycle safety

The safety of cycling is a major cause of public concern and is the reason most often given by non-cyclists for not taking up cycling. When non-cyclists were asked what deterred them from cycling four in 10 said safety². The Mayor is committed to making the Capital a safer environment to cycle in and is focusing resources to reduce the number of cyclists killed or seriously injured (KSI) each year. Changing people's perceptions and experience of cycling is important to ensure cycling is seen as a safe and attractive travel option.

What is the Cycle Safety Action Plan?

The Cycle Safety Action Plan (CSAP) is produced by Transport for London (TfL) and its partners to reduce cycling casualties on London's roads. There are nine areas for action – safer infrastructure, training and information, communication, enforcement, regulation, technology, commercial driving and working practices, research and monitoring, and partnership working. These target the eight most common collision types.

The CSAP had four overarching objectives

- To ensure the future growth of cycling in London is accompanied by a reduced rate of cycling casualties
- To increase the perception that cycling is a safe and attractive transport option
- To make progress towards achieving the existing and future targets for reducing cyclists KSIs
- To ensure London continues to be a world leader in developing effective cycling safety improvements underpinned by analysis and a sound understanding of the cause of collisions

¹ TfL's Cycling Revolution London 2010

² TfL's Attitudes to cycling 2010

Who delivers it?

The CSAP is delivered by Transport for London (TfL) and the other members of the Cycle Safety Working Group (CSWG), including Greater London Authority (GLA), Department for Transport (DfT), Borough Cycling Officers Group (BCOG), cycling organisations (CTC, LCC and Sustrans), Metropolitan Police Service (MPS), City of London Police (CoLP), London councils, Freight Transport Association (FTA), Institute of Advanced Motorists (IAM), RoadPeace and borough representatives.

There has been considerable progress since the CSAP was published in March 2010. This review provides an update on London's cycle casualty figures and progress against each of the nine areas of action within the action plan.

Key achievements

- In the last year, cycling on London's main roads (TLRN) increased by 15 per cent and by **150 per cent** between 2000 and 2010
- During 2010/11, **24** projects were completed on the TLRN, involving the creation of new cycle lanes, junction improvements and safer crossing points. A total of **53km** of cycle routes were improved as a result of these schemes, including cycle tracks, cycle lanes and shared use paths
- TfL trained **735** employees at 194 businesses as part of the Barclays Cycle Superhighway routes 3 and 7 business offering, and the boroughs trained approximately 40,000 people during 2010/11
- In 2010, there were **52 courses** of the CPC (Certificate of Professional Competence) Safer London Driver module were delivered, promoting cycle safety to **695 drivers**
- In 2010, a six-week operation resulted in more than **900** Fixed Penalty Notices (FPNs) being issued to drivers and motorcyclists and over **400** to cyclists, relating to responsible and safer cycling

3 An update on pedal cycle casualty trends

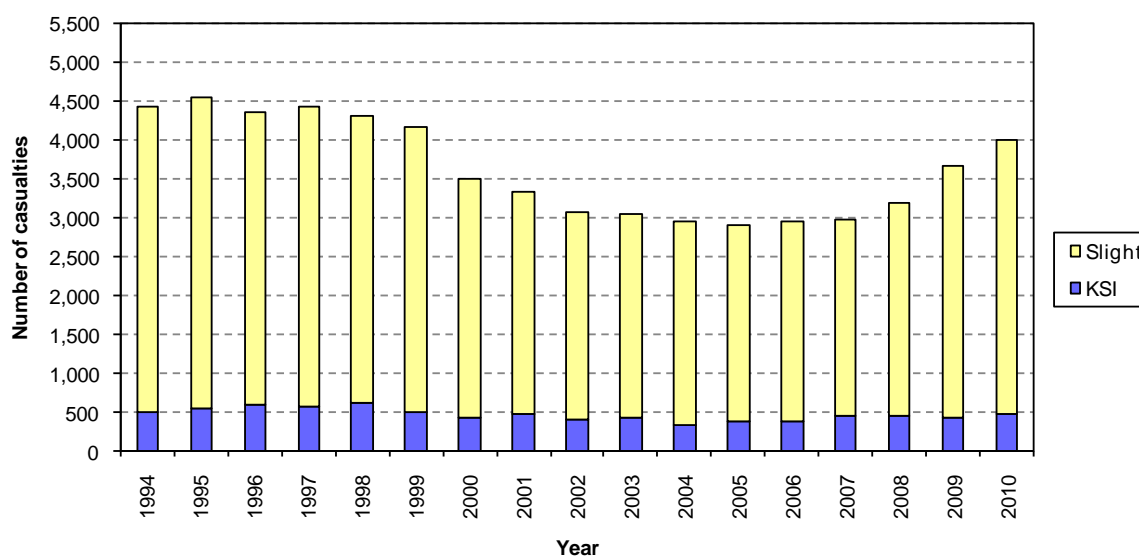
Pedal cycle trends 2010

Collisions resulting in injury to cyclists are still one of the most serious challenges to road safety in the Capital, and need to be considered in the context of a sustained increase in cycling on London’s roads over the last decade.

Cycling on London’s major roads (TLRN) increased by 150 per cent between 2000 and 2010, and 15 per cent from 2009 to 2010, following a five per cent increase from 2008 to 2009. In 2010, the number of KSIs while cycling fell by 18 per cent, when compared with the 1994/98 baseline, indicating that cycling is becoming relatively safer.

Between the 1994/98 baseline and 2010 there was an overall decrease of nine per cent in cycling casualties, with fatalities falling by 32 per cent, serious injuries falling by 17 per cent, and slight injuries falling by eight per cent. This represents considerable progress in improving cycling safety in the Capital, albeit with further challenges ahead.

Fig. 1: Pedal cyclist casualties by year and severity in Greater London 1994 to 2010



2010 figures

During 2010 there were 24,105 personal injury road traffic collisions reported to the police in the Greater London area. Of these, 3,986 (16.5 per cent) involved injury to pedal cyclists and resulted in 4,007 pedal cycle casualties. A total of 10 pedal cyclists were fatally injured, 457

were seriously injured and a further 3,540 sustained slight injuries while cycling on London's roads.

Pedal cyclists represented 14 per cent of the total casualties in Greater London in 2010.

2010 in context

Comparing 2010 with 2009, total pedal cycle casualties rose by nine per cent (from 3,669 to 4,007), while the number of cycle journeys increased at a faster rate, by 15 per cent, indicating that cycling is becoming relatively safer. Looking at the longer term trends from the 1994/98 baseline, there has been a nine per cent reduction in all pedal cycle casualties.

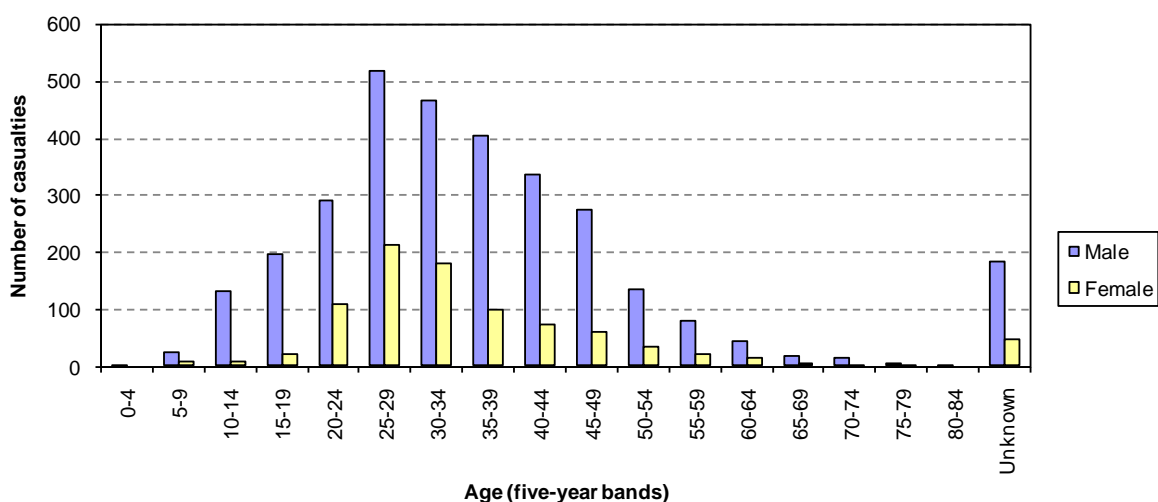
In 2010, there was a rise in serious casualties (from 420 to 457) of nine per cent, while fatal casualties fell by 23 per cent (from 13 to 10), resulting in an overall KSI casualty increase of eight per cent. Nevertheless, the overall trend in cycling casualties compared with the 1994/98 baseline is downwards, with pedal cycle KSI casualties falling by 18 per cent over this period.

More than three-quarters (78 per cent) of casualties in 2010 were male and 22 per cent female. This ratio is similar to 2009 with 77 per cent and 23 per cent respectively.

When broken down by severity, the gender ratio for 2010 is the same for both serious and slight casualties (78 per cent male, 22 per cent female), with 60 per cent of fatal pedal cycle casualties being male and 40 per cent female. The figures for fatal casualties are small numbers and therefore subject to variability throughout the years.

In 2010 the highest numbers for both male and female casualties occurred in the 25-29 year age band. This age band was also the highest for both males and females in 2009.

Fig. 2: Pedal cyclist casualties by age-band and gender in Greater London 2010



Just under two-thirds (65 per cent) of pedal cycle casualties in 2010 were injured on roads in Inner London boroughs, identical to the 2009 figure. Inner London is where cycle flows are most concentrated in the Capital.

When comparing pedal cycle casualties by time of day, in 2010 over three-quarters (78 per cent) of cyclist casualties were injured in the 12 hour period between 7am and 7pm, which again mirrors the 2009 figure. There are two clear peaks coinciding with the traditional morning and evening peak traffic periods. This continues the trend that cyclists on commuter journeys make up the majority of cycle casualties.

KSI casualties that resulted from a collision involving a goods vehicle and cyclist increased from 54 in 2009 to 66 in 2010, compared with 74 KSI casualties in 2008. The number of fatalities resulting from a collision with a goods vehicle fell between 2009 and 2010. In 2009 there were seven fatal collisions involving a goods vehicle and two other fatal collisions involving a refuse lorry and a cement mixer. In 2010 there were two fatal collisions involving a goods vehicle and two other fatal collisions involving a skip lorry and a cement truck.

Summary

- In the context of an increase in cycling on the TLRN of 150 per cent between 2000 and 2010, with a 15 per cent increase from 2009 to 2010 alone, pedal cycle KSI casualties increased by eight per cent in 2010 and slight casualties by nine per cent.
- Over the longer term, the number of KSIs while cycling in London fell by 18 per cent in 2010, when compared with the 1994/98 baseline, indicating that cycling is becoming relatively safer
- More male than female cyclists are involved in pedal cycle collisions resulting in serious and slight casualties, reflecting the greater number of male cyclists in the Capital
- The highest numbers of casualties occurred among age band 25 to 29 for both male and female cyclists
- KSI casualties which resulted from collisions involving goods vehicles increased from 54 in 2009 to 66 in 2010, but fell from 74 KSIs in 2008
- Cyclists on commuter journeys made up the majority of cycle casualties, but also the greatest number of cycle journeys.

4 Action plan update

Introduction

Based on the analysis of the Pedal Cyclist Killed and Seriously Injured in Greater London report (2007)³, it was found that there were eight main types of conflict (types of collisions), which contributed to 80 per cent of all cyclist KSIs. The CSAP was developed in 2010 to address these conflict types. The plan contains nine areas for action. This chapter reports progress to date on each of the nine areas of action. They are:

- Safer infrastructure
- Training and information
- Communication
- Enforcement
- Regulation
- Technology
- Commercial driving and working practices
- Research and monitoring
- Partnership working

4.1 Safer Infrastructure

4.1.1 Work to ensure that all new road infrastructure contributes to improved safety of cyclists, including speed reduction measures, junction improvements, and awareness of cyclists' needs.

Over the last year, TfL and the London boroughs have worked together to introduce cycling improvements on the TLRN and borough roads. Between April 2010 and March 2011, 24 projects were completed on the TLRN, involving the creation of cycle lanes, junction improvements and safer crossing points. These were separate highway improvements from those involved in routes 3 and 7 of the cycle superhighways programme. Boroughs completed 218 cycling route improvement schemes during the 2009/10 financial year. A total of 53km of cycle routes were improved as a result of these schemes, including cycle tracks, cycle lanes and shared use paths. More than 300 other cycling initiatives were completed, including junction improvements, new signalised crossings and vehicle speed reduction measures, such as entry treatments.

³ ACCSTATS data 2007

Case study: Stockwell gyratory improvements for cyclists

The busy Stockwell gyratory links the A3 and A203 and features fast moving and lane changing traffic, making it an uncomfortable place for cyclists. As part of the Barclays Cycle Superhighways route 7, a number of improvements were carried out to the junction to provide more space for cyclists. They included the use of a physical island to separate traffic and cyclists, a dedicated mandatory cycle lane and the altering of traffic signal timings to allow for changes in traffic flow.



Stockwell gyratory before



Stockwell gyratory after

4.1.2 Identify 'high risk' locations on the road network for cyclists and advise on and implement site specific preventative measures.

High-risk locations on the road network are identified from collision data. In June 2010 TfL published the annual KSI data for 2009 and circulated it to all London boroughs. The report provides a list of ranked collision sites based on the most recent three-year collision data. Each local authority is then able to use this data to locate and prioritise high-risk locations to implement site specific preventative measures as part of their 2010/11 highways engineering/road improvement programme.

Collision data for the TLRN is used for monitoring what incidents happen on the network for which TfL is responsible. The data is used by departments within TfL to help prioritise work on the TLRN (eg infrastructure and street maintenance works).

4.1.3 Promote good practice guidance for infrastructure design and operation, ensuring that London Cycle Design Standards (LCDS) are followed. Continue to develop and disseminate cycle design good practice.

Borough and TfL scheme designers are actively encouraged to follow the guidelines set out in the LCDS⁴. The LCDS is being revised to ensure it captures latest good practice. During 2011, training will be provided to those officers involved in implementing the LCDS on a local and regional level.

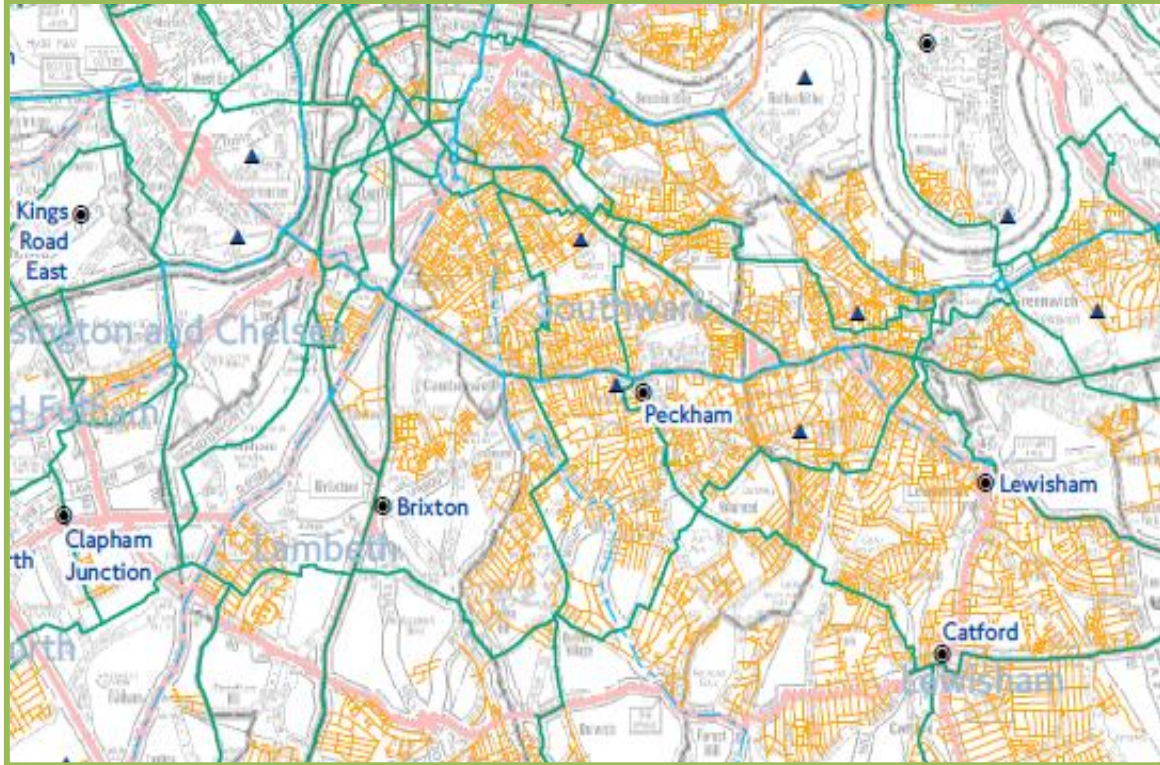
Since March 2010, boroughs have carried out schemes under TfL's new Local Implementation Plan (LIP) funding system. This encourages holistic schemes where infrastructure improvements consider the needs of all road users including cyclists.

4.1.4 Support those boroughs that wish to implement speed reduction measures such as 20mph zones in line with the Mayor's Transport Strategy (MTS).

TfL continues to fund local authorities through the LIP funding process. This allocation of funds is used to implement highways improvements and where applicable speed reduction measures, such as 20mph zones.

⁴ tfl.gov.uk/businessandpartners/publications/2766.aspx

Case study: Introducing 20mph schemes along the cycle superhighways



The above map shows a section of London where 20mph zones have been implemented (20 MPH zones are shown in orange)

There is a 20mph zone and weight restriction being implemented in Wandsworth Town Centre as part of superhighway route 8. TfL is in liaison with the London Borough of Southwark regarding a 20mph scheme on Southwark Bridge Road, and is also in discussions with the Metropolitan Police Service regarding 20mph schemes on superhighway routes 5 and 12.

4.1.5 Work with TfL and borough maintenance teams to ensure that road conditions are adequate to ensure road safety for cyclists.

TfL with its borough partners consider cycling related infrastructure a priority for maintenance and risk-assess defects from a cyclist's perspective. This informs TfL's and boroughs' maintenance procedures and processes.

4.1.6 Work with the DfT and boroughs to develop and trial good practice, changes in regulation, guidance and procedures covering highway infrastructure and public realm, to improve cyclist safety.

TfL is in regular contact with the DfT regarding the Traffic Signs Regulations and General Directions (TSRGD) review. Changes to aid the operation of Advanced Stop Lines (ASLs) are one of the measures that TfL is working with DfT to improve. Refer also to 4.3.8 and 4.5.1 of this section regarding partnership working with the DfT and proposed changes to highway design regulations. Manual for Streets 2 good practice guidance is also informing infrastructure design improvements.

4.1.7 Work with London's engineering community to provide practical experience of cycling in London for engineers.

TfL is encouraging local authority engineers and cycle trainers to work more closely when designing and implementing infrastructure and training to cyclists, to ensure consistency for the user. During 2011, cycle training will be actively promoted to TfL engineers.

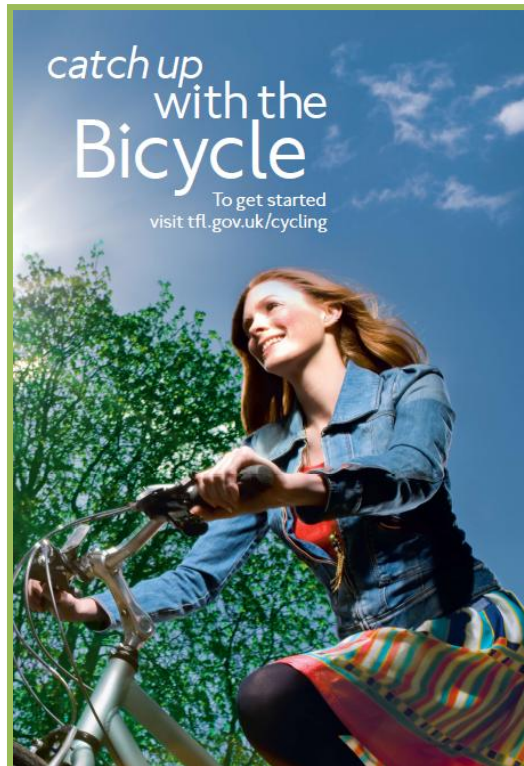
4.1.8 Continue to improve safety for cyclists where street works are taking place.

A guidance note on providing for cyclists at roadworks is being produced by TfL. It will give guidance to road work contractors to ensure consideration is given to vulnerable road users when street works are taking place.

4.2 Training and information

4.2.1 Increase awareness of cycle training in London through marketing and promotion.

Throughout 2010, cycle training has been promoted through a number of media channels, including the 'Catch up with the bicycle' campaign, and through superhighway and cycle hire promotions. Many London boroughs also promote cycle training through their local publications, events and online resources.



The 'Catch up with the bicycle' campaign 2010/11

4.2.2 Work with boroughs, the DfT and service providers to agree a common set of processes to develop cycle training standards and quality. The content of this training will address the main eight causes of casualties.

A cycle training sub-group of the CSWG was established to identify any inconsistencies or gaps in the training syllabus which may need to be addressed or clarified to help improve cycle safety.

In November 2010 the group recommended changes to the national standard cycle training syllabus to make it more fit for purpose in London. The recommendations were provided to the DfT and will be considered by the Cycle Training Standards Board (CTSB), an advisory body consisting of representatives from the devolved government bodies, central government departments such as the Department for Children, Schools and Families, and non-governmental cycling bodies.

4.2.3 Continue to provide funding via LIPs for the boroughs to use at their discretion to deliver child and adult cycle training. Deliver additional adult cycle training and improved monitoring through the Barclays Cycle Hire and Cycle Superhighways programmes.

In 2010, TfL provided additional funding to the boroughs hosting cycle superhighways and cycle hire to meet the extra demand for cycle training. In addition, TfL directly funded cycle training that was delivered through workplaces along the superhighways. In 2010/11 approximately 735 employees received adult cycle training.

In 2009/10 40,673 children and 7,000 adults were trained by the London boroughs with funding provided by TfL. Boroughs will report on the number of people they have trained in 2010/11 in July 2011.

4.2.4 Where training is procured directly by TfL (eg cycle superhighways) ensure that the service and content is of high quality and is properly monitored.

Over the last year, TfL provided additional funding for adult cycle training as part of the complementary measures for Barclays Cycle Hire and Cycle Superhighways. TfL requires all training that it funds to be of Bikeability standard. The impact of the adult cycle training is being monitored to measure how effective it is in improving cyclists' skills and confidence. Early results from the research have shown that 79 per cent of those trained now feel safer and 75 per cent say cycling feels more enjoyable⁵.

4.2.5 Deliver an expanded programme of led rides for commuters in 2010, following on from 'Cycle Fridays'.

In June 2010 a programme of guided rides offered support to new and less confident cyclists, helping to overcome the barriers of lack of confidence and safety concerns. The take-up of the rides was not as high as expected and the programme will not be repeated in 2011.

Sky Rides are opportunities for cyclists to try cycling in a safe, traffic-free environment with road closures and enjoy London by bike. The Mayor of London's central London Sky Ride took place on 5 September 2010 with the 15km route taking in some of London's most iconic buildings. Earlier in summer 2010, the Biking Boroughs of Ealing and Redbridge hosted local Sky Rides to encourage new, lapsed and occasional cyclists to participate and build confidence cycling on the roads, and raise the profile of cycling in Outer London. In total more than 100,000 people participated in London's Sky Rides in 2010.

⁵ *Cycle Training (interim) report – FDS - December 2010*

4.2.6 Continue to develop and disseminate cycle route and safety information.

TfL's cycle journey planner was updated to include new routes in June 2010 and enables people to enter a starting and finishing destination and preferred level of cycling ability. In 2010 TfL reproduced the cycle guides (see 4.2.7 of this section for further details).

In October 2010, Sustrans published a free guide to greenway routes in and close to London. These include sections of the National Cycle Network and other routes suitable for new cyclists to start cycling and to gain confidence.

4.2.7 Continue to provide route information through the London Cycle Guides and through TfL Journey Planner.

In September 2010, TfL published 14 free local cycle guides. One million printed copies were produced and are available to order free online and at bike shops, leisure centres and travel information centres. Electronic copies of the guides can also be accessed through TfL's Journey Planner service tfl.gov.uk/gettingaround/1106.aspx. The maps cover London and include superhighway routes 3 and 7, as well as useful routes recommended by cyclists and cycle parking at stations.

A further review of the cycle guides has already begun and future editions will include Cycle Hire docking station locations. These will be published in autumn 2011.



Printed local cycle guides and a map of the 14 areas covered across London

4.3 Communication

4.3.1 Deliver a marketing campaign to warn motorists and passengers to look out for cyclists.



TfL's 'Look out for Cyclists' campaign in 2010

In March 2010, TfL's 'Look out for Cyclists' campaign was launched to encourage motorists to look out for cyclists. The campaign involved cinema, TV, radio adverts and posters. The evaluation of the campaign has shown strong levels of interest with radio and website messaging performing particularly well. Follow-up research indicates drivers are now more likely to claim they are 'taking extra care of cyclists when driving in London'.

The Institute of Advanced Motoring has been supporting the campaign messages through its own media activity and is educating motorists to be more aware of the increased numbers of cyclists on London roads following the launch of Barclays Cycle Superhighways and Barclays Cycle Hire.

4.3.2 Develop a marketing campaign directly targeted at improving safety between HGVs and cyclists.

Using the results from research into lorry driver and cyclist behaviour (see section 4.8.1), TfL developed a cycle safety campaign with the strapline "Undertaking at junctions can be

fatal”⁶, which launched on 5 July 2010. The campaign aimed to reduce the number of collisions involving lorries. Featuring posters and press activity, the campaign ran in three phases in July, October 2010 and March 2011. Early findings have shown that the number of frequent cyclists saying they hang back behind lorries at junctions has increased from 38 per cent before the campaign, to 49 per cent after. The campaign also featured 11,500 cardboard hangers, placed on the handlebars of parked bicycles. The hangers feature ‘Augmented Reality’, a new technology that enables cyclists to use the hanger with a computer webcam to see a lorry’s blind spot animated on screen.

Alongside the campaign, the LCC ran a 'No More Lethal Lorries' appeal which aims to reduce road danger to cyclists. The campaign can be found at www.no-more-lethal-lorries.org.uk/.

A number of boroughs have also conducted HGV and cycle safety campaigns over the past year. The London Borough of Lambeth has a mutual understanding campaign involving special cycle training for HGV drivers, the London Borough of Camden has produced a YouTube video ⁷ and the London Borough of Hackney has been running ‘pit stops’, which provide safety information and free cycle maintenance for lorry drivers in the borough.



The 'Undertaking at junctions can be fatal' campaign 2010/11

⁶ tfl.gov.uk/roadusers/cycling/14799.aspx

⁷ www.youtube.com/watch?v=e2pVlt_eQrM

4.3.3 Include safety messages and promote cycle training as part of the cycling marketing campaign during summer 2010.

In addition to the promotion of cycle training identified in section 4.2.1, cycling safety messages have been communicated through events, online media and the press. These have included:

- TfL's website contains safety messages and advice and promotes cycle training. There is an online booking form, which was improved in 2010, to enable Londoners to request free or subsidised cycle training⁸
- Cycle Safety messages and cycle training promotion were included in marketing material distributed at Sky Ride events in 2010 (see section 4.2.5 for further details)
- TfL used press opportunities to promote cycle training, including work with women's magazine Zest and using the TfL page in the Metro newspaper
- As part of the 'catch up with the bicycle' campaign, five short online films featuring two celebrities (Dermot O'Leary and Edith Bowman) and three Londoners were produced. One film focused on cycle training promotion. This film can be watched at www.youtube.com/transportforlondon



Dermot O'Leary in a 'Catch up with the bicycle' campaign video 2010

⁸ tfl.gov.uk/cycling

4.3.4 Communicate with the freight industry to improve cyclists' safety and to give more recognition to its role in meeting London's targets to reduce fatalities and injury among vulnerable road users.

TfL communicates with the freight industry through its Freight Operator Recognition Scheme (FORS). Messages to help improve cycle safety have been delivered through FORS newsletters, driver training, safety seminars, workshops and at events. The Freight Transport Association, a member of CSWG, has also played a central role in communicating safety messages to its members.

4.3.5 Research the potential benefits of a 'cycle safety code of conduct' which would be a succinct form of conveying key safety messages to cyclists.

In June 2010, TfL researched the most effective way to deliver messages to cyclists to help reduce cycling KSIs. The results showed that much of the proposed content was already known but not followed, as cyclists' behaviour differs depending on the riding environment and circumstances. Generally, the code was viewed positively and some of the tips, particularly around confident cycling and road positioning, were new messages to cyclists. The code will launch in June 2011 and will provide tips to help cyclists avoid the most common types of serious collisions. These safety tips will be included in existing and future TfL campaigns and promotional material as well as communicated through the members of the CSWG.

4.3.6 Consider the benefits of a business and schools safety package delivered through the Workplace and School Travel Plans.

TfL's Business Engagement team offers cycle training, parking and maintenance as part of its service to the wider business community. The team has been working with 164 businesses located close to routes 3 and 7 of the cycle superhighways to take up free cycle training and maintenance workshops to improve cyclists' safety. The team has also funded lorry drivers to attend 'Safer London Driving' courses (section 4.7.9 for further information).

Primary and secondary schools receive a wealth of free TfL education resources featuring cycle safety messages encouraging safe cycling. Schools continue to receive free National Standard 'Bikeability' cycle training from their borough. TfL also currently funds two Sustrans Bike It Officers to work in five boroughs to encourage cycle training and safe cycling through a programme of activities and support. School cycle clubs also promote safe cycling through continued training, organised bike rides and cycle maintenance workshops.

4.3.7 Support and promote a ‘Give a Metre’ campaign which is aimed at all road users. This will convey the need for all road users to give adequate space to each other.

TfL is developing a campaign to encourage motorists to give cyclists adequate space on the road. This is likely to incorporate specific, relevant messages to professional drivers such as lorry, bus and taxi drivers as well as to motorists. The campaign will launch in summer 2011.

4.3.8 Work with the DfT and Cycling England to clarify the advice that should be given on legal issues, cycle lanes, cycle tracks and priority at junctions.

TfL has been working with the DfT and Cycling England to consider regulations and guidance changes. See sections 4.1.6 and 4.5.1 for further information.

4.4 Enforcement

4.4.1 The MPS and other partners will put a renewed emphasis on reducing KSIs on London's roads. The MPS, with Traffic Operational Command Unit) taking the lead, will undertake targeted enforcement against careless and dangerous road user behaviour.

In 2010, TfL and its policing partners stepped up intelligence-led enforcement, engagement and awareness-raising of the behaviour of all road users, particularly at junctions. September 2010 saw the addition of 10 specialist traffic officers to the TfL-funded, MPS Safer Transport Command (STC) Cycle Task Force. These officers patrol London's roads on bicycles, and are dedicated to improving cycle safety and cracking down on road users who disobey the rules of the road.

The MPS issues FPNs to those road users who behave illegally, ensuring a balanced approach between cyclists and motorists. Offences targeted include disobeying traffic signals, encroaching on advanced stop lines, cycling carelessly or on the footway or using mobile phones.

There has been a particular focus on routes 3 and 7 of the superhighways. A six-week operation in the summer 2010 resulted in more than 900 FPNs issued to drivers and motorcyclists and over 400 to cyclists. A total of 106 cyclists who were given FPNs for less serious offences were offered the option to have their ticket cancelled if they attended an Exchanging Places safety event. These encourage considerate and safe behaviour from all road users and promote the safe sharing of the road. In total 50 per cent of those offered the opportunity to attend did so and had their ticket revoked.

The MPS have also launched 'Road Safe London', an online self reporting form which allows the public to pass on information, in confidence, about illegal or nuisance road use. Further information can be found at: www.met.police.uk/roadsafelondon/.

Case study: Responsible cycling operations



The MPS Cycle Task Force

"The work of the Cycle Task Force includes stopping cyclists who jump red lights and engaging with motorists at advanced stop lines to increase the awareness of why they need to be kept free for cyclists. This line of work always generates interest and praise from cyclists.."

PC Michael Hollowell

4.4.2 Work with London Criminal Justice Board to review KSI collisions with a view to strengthening criminal justice arrangements for dealing with such cases.

A sub-group of the CSWG was established in May 2010 to take this work forward. The group includes representatives from TfL, MPS, London Criminal Justice Partnership (LCJP), Criminal Justice System (CJS) and CoLP.

The group's objectives are to review and test criminal justice agency processes, including London's policing agencies (MPS, CoLP and British Transport Police) and the Crown Prosecution Service (CPS), around cycle collisions to identify issues and make recommendations for improvement while also noting areas of strength. The results of this project and recommendations for improving the CJS will be available in summer 2011.

4.4.3 The Commercial Vehicle Unit (CVU) will undertake roadside stops and company visits to ensure goods vehicles are compliant with safety legislation and to raise safety standards. The CVU will refer operators to FORS where appropriate and use powers delegated from the Health and Safety Executive to improve the management of occupational road risk when driving at work. It will also continue to undertake enforcement activity and work with partners on initiatives such as the Exchanging Places events to improve safety on London's roads.

The CVU undertakes enforcement operations, raises road safety awareness, and provides specialist support to the road death investigation unit at the scene of serious collisions involving light goods vehicles (LGVs) or passenger carrying vehicles (PCVs).

Regular operations target LGVs and PCVs in and around the Capital. The focus of these operations can range from checking driver hours or mechanical checks to the carriage of dangerous and hazardous materials. The unit also holds regular advice surgeries for LGV drivers on applicable aspects of the law.

During 2010 the CVU stopped 2,932 vehicles, and completed in excess of 50 company visits.

The CVU has recently received training from the Health and Safety Executive giving it delegated health and safety powers, which allows the CVU to serve Health and Safety Improvement Notices on companies which fail to follow good Health and Safety practice.

The MPS hosts regular Exchanging Places events, where cyclists can experience the view from a lorry cab. This is to increase awareness of the safety issues around cycling close to HGVs, particularly filtering up the left-hand side. The London Borough of Hackney is the lead partner on an innovative European funding bid to pilot a scheme increasing HGV and bus driver awareness of cyclists across the EU, through cycle training for drivers and particularly driving instructors.

4.5 Regulation

4.5.1 Explore different approaches to governance, roles, responsibilities and principles, including signing and marking, affecting the management of cycling-related risks employed across Europe.

TfL maintains dialogue with the DfT on the TSRDG and its forthcoming revision, progressing 'quick wins' where possible. Various minor changes to the regulations are likely to be announced by the DfT during 2011/12 and more substantial changes made in two years.

4.5.2 TfL is committed to undertake desk-top research to inform a decision on whether to pilot allowing cyclists to turn left at red traffic lights.

TfL is undertaking research on this issue in 2011.

4.6 Technology

4.6.1 Work with the freight industry as a matter of urgency to identify the most appropriate and cost effective safety device (standard specification as well as retro fitting) for large goods vehicles. Side guards and motion sensors to be considered.

TfL has been working closely with the DfT, which is represented on TfL's CSWG. TfL understands that in 2011 the Department will be publishing research on how lorry drivers' direct and indirect vision from vehicles can be improved.

Following the completion of this research, TfL will work with freight operators in London to implement the recommendations. TfL and the CSWG will also work with the DfT to review whether any legislation needs to be addressed in terms of retrofitting of safety equipment.

TfL is also piloting safety devices for large vehicles. The trial includes side scans, cameras and 'blind spot detection devices'. Upon identifying the best safety devices for large goods vehicles, TfL will promote and encourage appropriate uptake and use among London operators in 2011.

4.6.2 Trial roadside safety mirrors (trixi mirrors) on Barclays Cycle Superhighway pilot routes.

TfL have tested roadside blind-spot safety mirrors (trixi mirrors) on the pilot routes 3 and 7 of the superhighways. Customer research showed a high level of awareness and support for the mirrors, particularly by heavy goods vehicle (HGV) drivers who understood the purpose of the mirrors. Almost all those interviewed said they thought the mirrors would improve safety at junctions for cyclists and drivers.

Following the trial, TfL has secured blanket approval from the DfT to retain the existing mirrors and install further mirrors on all other superhighway routes.

4.6.3 Continue to distribute Fresnel lenses to all fleet operators through FORS on request and more generally.

Fresnel lenses are placed on windows of HGVs to improve driver vision and reduce blind spots. A total of 1,000 lenses have been distributed through the FORS since the launch of the CSAP. In November 2010 TfL surveyed all FORS members to gain a better understanding of how the lenses are being used and how they could be used in the future. Fifty-four per cent of FORS members said they used Fresnel lenses; 21 per cent had lenses but did not use them and 19 per cent had heard of them but did not have any. There are currently 598 registered organisations participating in the FORS scheme.



A blind spot safety trixi mirror on one of the superhighway pilot routes

4.7 Commercial driving and working practices

4.7.1 Encourage responsible procurement practices throughout the GLA family and the public sector by ensuring fleet operators are FORS registered and receive driver training on cycle safety. Ensure contracts include vehicle specifications, such as the use of improved safety features.

FORS and Delivery and Servicing Plans (DSPs) are recommended in the Mayor's Green Procurement Code for use across the GLA Group⁹. TfL, the MPS and London Fire Brigade all require the operators they employ to demonstrate that they are safe, efficient, environmentally aware and lawful. TfL has provided a guidance note for procurement departments that includes example wording to be used in public procurement tenders.

RoadPeace in partnership with the LCC, CTC and Living Streets is developing a good practice guide for London borough officers to implement responsible fleet management procurement processes. The guide includes recommendations for companies to join FORs as well as ensuring drivers go on driver training. The good practice guide will be tested with a pilot borough in 2011.

Case study: Freight Operator Recognition Scheme



O'Donovan (Waste Disposal) Ltd has benefited from sending its drivers on the CPC Safer London Drivers courses.

'At O'Donovan's we are always striving to be on top of our game which gives me as managing director the reassurance that my systems work and my staff adhere to company procedures and policies. FORS approval gives government agencies the peace of mind that they are working with a reputable company. It also delivers the message to drivers old and new that we have a way of doing things and that our way is right.'

MD of O'Donovan (Waste Disposal) Ltd

⁹ www.greenprocurementcode.co.uk/

4.7.2 Promote and encourage wider membership of FORS to deliver training and messages on cycle safety for all fleet operators in London.

Since 2010, FORS membership has been promoted through procurement contracts (led by TfL and Crossrail) by FORS Associates such as Lloyd Morgan Group risk management consultants, journal articles and events. More than 75,000 vehicles or 22 per cent of the commercial fleets serving London are now registered with FORS, which is in line with the Mayor's target of 50 per cent by 2016 (MTS Proposal 99). The bronze FORS assessment requires companies to comply with numerous safety-related aspects, including driver training and vehicle roadworthiness and various managerial processes such as vulnerable road user policy, mobile phone and in-vehicle technology policy.

Driver CPC training has been taken up by almost 700 drivers, including from the London Boroughs of Barking and Dagenham, Hackney, Wandsworth, Hillingdon, Newham, Lambeth and the City of London.

Early results from the courses have shown that:

- 96 per cent of attendees agree or strongly agree that their understanding of the issues faced by vulnerable road users has improved
- 93 per cent agree or strongly agree that their attitude towards vulnerable road users has improved
- 88 per cent agree or strongly agree that their actions will change to give more consideration to the issues faced by vulnerable road users

Crossrail has developed similar driver safety training for its contractors which has been attended by 550 drivers.



The first silver FORS members receiving their certificates

4.7.3 Work with town centre managers and freight delivery companies to reduce the number of deliveries and influence timings on main cycle routes in London.

DSPs help to reduce the number of deliveries made to companies^[1]. A DSP may be developed as part of a planning application and for any applications referred to the Mayor's office TfL will now ask for a DSP as standard. The draft London Plan suggests that in future this will be the case for the majority of planning applications.

DSPs can, however, be put in place voluntarily and four TfL buildings (Windsor House, Pier Walk, Broadway and Palestra) now have DSPs. The DSP at Palestra has been running for over two years and has reduced the number of deliveries by 20 per cent and re-timed several deliveries into off-peak hours. In addition, since March 2010, four DSPs have been developed and are in operation along superhighway routes 3 and 7 and this is a focus for further activity.

TfL has commissioned the development of an online user interface (Freight Journey Planner). The technical specification for the interface has been completed and development has started on the interface. The journey planner will be available to use in March 2012. The interactive map will display all main cycle routes and areas of high cycle intensity.

4.7.4 Support the FTA's proposed concordat to avoid delivering during peak hours on the superhighways and to reduce deliveries overall.

In July 2010, the FTA signed a Memorandum Of Understanding with the Mayor with the aim of reducing the potential for conflict between cyclists and goods vehicles and to reduce the number of deliveries at peak hours. The FTA has set up a Freight Operator Working Group to discuss how the MOU will work in practice within the industry. The FTA is currently working on a cycle strategy, which will set out how it plans to implement the MOU. Please refer to section 4.9.5 for further information on this strategy.

4.7.5 Develop and pilot a 'considerate of cycling' package to be delivered to other road users through workplaces.

Please refer to section 4.7.9 for further information on details of this package.

4.7.6 Continue to provide cycle awareness training for bus drivers, particularly targeted on routes with an increase in cyclists, such as cycle superhighways.

In 2010, bus drivers received cycle awareness training at roadshows, which gave them the opportunity to experience a cyclist's view when approaching, overtaking and being followed by a bus. Cycle training for drivers was given at bus garages based within the Barclays Cycle Hire zone and Cycle Superhighway routes 3 and 7. Following the roadshows, nearly all bus companies now offer cycle training to new and existing drivers. A series of Exchanging Places events have begun, involving bus drivers and cyclists, with the assistance of the police, in a similar style to that organised with lorry drivers. Refer also to 4.9.3 in this section for further information on exchanging places.

^[1] tfl.gov.uk/microsites/freight/

In 2011, TfL will be exploring ways in which elements of the lorry driver training described in section 4.7.9 could be incorporated into bus driver training.

4.7.7 Ensure forward-facing cameras on buses are working properly and checked regularly to capture any incidents that may occur.

Where forward-facing cameras are fitted on buses, routine daily maintenance checks are undertaken before vehicles leave the depot. Footage is released to police on request.

4.7.8 Provide taxi drivers in London with cycle awareness information relating to safety when driving, stopping and opening doors near cyclists.

In December 2010, a newsletter was sent to members of the taxi and private hire trades and London taxi and private hire stakeholders. The newsletter included a section on cycle safety and covered topics such as driving, stopping and opening doors near cyclists.

TfL is developing proposals for improved training for taxi and private hire vehicles drivers to address road safety concerns.



Taxi driver cycle training advert 2010

4.7.9 Continue to work with DfT to encourage the inclusion of cycling safety training as part of driver CPC training.

TfL's Certificate of Professional Competence (CPC) Safer London Drivers module was launched on 20 October 2010. The training focuses on sharing the road safely and highlights the vulnerability of other road users. It also explains how the London streetscape is evolving to encourage more walking and cycling. In addition, two short films portraying a collision between a cyclist and a goods vehicle are shown in the module freight driver training to help educate lorry drivers. TfL worked with the Joint Approvals Unit for Period Training (JAUPT) and the Driving Standards Agency to recognise safe urban driving in the CPC syllabus. The LCC and the MPS have contributed to the course syllabus and a video has been produced to further support the course. The training is promoted through TfL and is currently free for FORS members.

4.8 Research and monitoring

4.8.1 Research and explore the attitudes and behaviours of cyclists and HGV drivers when it comes to road safety.

TfL commissioned research regarding the attitudes and behaviours of cyclists and HGV drivers. It found that cyclists are generally unaware of HGV blind spots and that cyclists are unaware that experienced cyclists are often involved in KSIs. The results of the research helped with developing cycle safety campaigns in 2010 aimed at cyclists and lorry drivers¹⁰. See section 4.3.2 for further details on this campaign.

4.8.2 Work with MPS and CoLP to improve consistency and precision of data and records including self-reporting relating to individual casualty incidents.

TfL, London's policing agencies (MPS, CoLP and the British Transport Police) and London's road safety groups have been working together to identify methods to improve data available about cycle collisions. The MPS are also investigating the use of self-administered witness statements to aid fast-time evidence gathering at collision locations. Work on this will continue into 2011/12.

A cycling risk sub-group was formed and is chaired by the MPS. The group is responsible for identifying opportunities to reduce pedal cycle casualties by identifying patterns or commonality to inform targeted education and prevention measures.

RoadPeace, a member of the CSWG, held its conference on Improving the Post Crash Response in London on 22 September 2010. The conference was a platform to improve awareness of the procedures involved in investigating road crashes, both at the scene and follow-up work, as well as in prosecuting culpable drivers.

4.8.3 Continue to survey and address the perceived risks associated with cycling, eg through annual attitudes to cycling.

In 2010, TfL published 'Attitudes to Cycling 2010'¹¹. This is an annual study which monitors cycling activity and attitudes to cycling among Londoners. A quarter of Londoners feel cycling is a safe way to get around. Perceptions of safety are higher among cyclists than those who do not currently cycle. The results for the next Attitudes to Cycling research will include monitoring barriers to cycling, such as safety. The results will be available in summer 2011. In terms of deterrents to taking up cycling, the most frequently stated barrier is safety. Four in 10 non-cyclists say safety concerns stop them taking up cycling.

¹⁰ *Cyclists and M/HGV drivers in London report – 2CV UK – April 2010*

¹¹ *Attitudes to Cycling 2010 report – Synovate – July 2010*

4.8.4 Research whether different genders behave differently around HGV vehicles.

In November 2010, TfL undertook marketing research as part of the 'undertaking lorries at junctions can be fatal' campaign. The research indicated that there was no difference between men's and women's propensity to always or regularly hang back behind lorries at junctions (41 per cent and 40 per cent respectively). However, men were almost twice as likely as women (20 per cent as opposed to 11 per cent) to cycle up the inside of lorries at traffic lights but female cyclists are generally less likely to take deliberate risks on the road. Frequent cyclists of either gender were more likely than infrequent cyclists to take risks with HGVs.

4.9 Partnership working

4.9.1 Continue to work together to identify ways in which cyclist casualties can be further reduced.

Cycle Safety is a key priority for the Mayor, TfL and the GLA family and this is reflected in the MTS. In addition, London boroughs are encouraged to prioritise action to improve cycle safety as part of their LIPS for transport.

The CSWG plays a key role in overseeing the action areas within the CSAP as well as continuing to identify ways in which cyclists' safety can be further improved for London. CSWG participants include: TfL, FTA, Society of Motor Manufacturers and Traders, MPS, CoLP, LCC, CTC (the Cyclist Touring Club), the IAM, London councils, Sustrans and RoadPeace. The CSWG also facilitates the exchange of information and is a central point for the dissemination of research findings. Sub-working groups have been established to explore issues such as lorry design in detail. These groups feed into the wider discussions at the main CSWG meeting. All members contribute to reduce the number of cycle casualties and to making London a safer place for cyclists.

4.9.2 Work with the FTA and others in identifying and piloting technical solutions to develop improved vehicle design and the concept of an urban lorry.

TfL, MPS, FTA, LCC, RoadPeace, SMMT and the DfT are working to identify technical solutions by which lorries can be made safer. Key to this work is the DfT's study on the development of improvements to drivers' direct and indirect vision from vehicles, which will be published later this year. To support this work, TfL has conducted a technology trial for operators.

4.9.3 Support the MPS TOCU (in partnership with CoLP in delivering one Exchanging places event each month in 2010).

The MPS runs on average three Exchanging Places events each month and the CofLP one per month.

During 2010, the CoLP ran Operation Atrium, an education and enforcement operation which aims to reduce the number of KSI collisions. As part of this operation, officers issued FPNs to cyclists who committed road traffic offences. Cyclists were then offered the opportunity to have their FPN revoked following attendance at an Exchanging Places event. During 2010, 1,838 cyclists attended a CoLP Exchanging Places event, with more than 90 per cent stating that receiving an FPN would have an impact on their cycling behaviour.



Exchanging Places event on the Mall

4.9.4 Continue dialogue and discussions with DfT to improve cycle safety and HGV safety, through work on the development of appropriate standards, regulation, joint campaigns and messaging on areas such as safe positioning.

TfL has been liaising with the DfT on revision of the Traffic Signs Regulations and General Directions. The revised guidance will be published later in 2011 and is expected to include changes that will benefit cyclists. More substantial changes are expected in two years.

4.9.5 Work with the motoring and freight industry to improve cyclist safety to explore new ways to engage and understand the industry perspective and communicate messages (such as through training and promotion) and to develop technical solutions that could improve cyclist safety.

The FTA is drafting a cycling strategy. This has wide support from the freight industry and has been prepared in consultation with other stakeholders including RoadPeace and the LCC so that the messages are consistent with those put forward by cyclists and others. Refer to 4.7.4 for more detail. The FTA also sits on the CSWG and is contributing to discussions and research to develop technical solutions that could improve cycle safety.

During 2010, TfL worked with the industry to develop safety awareness training for freight drivers. So far, 500 drivers have been trained. Refer to 4.7.9 for further details.

4.9.6 Further investigate the role of vehicle design to improve driver visibility (eg height of driver, sight lines) in reducing collisions.

The CSWG provides a forum for examining the scope for changes in HGV design to reduce collisions with cyclists. The research being carried out by the DfT into design issues provides a valuable input into these examinations. The CSWG also brings together representatives of vehicle suppliers and users in the context of cycle safety. All parties have pledged to work together on these issues and will be systematically considering the scope for practical

changes. Some of these will take time to achieve and show results, but others may be effective in the shorter term.

4.9.7 Improve the coordination, promotion and procurement of high-quality cycle training services for adults and children in line with the DfT-approved quality standards.

To achieve efficiencies and raise the standard of cycle training services for both adults and children, TfL is working with three London boroughs to put in place a pan-London contract for cycle training. The contract will support the boroughs in booking sessions, providing cycle training and information, and monitoring.

In 2010, TfL reviewed the national standard cycle training syllabus and made recommendations to the DfT for consideration. TfL continues to work with the boroughs and cycle training providers to encourage ongoing monitoring of cycle training, ensuring appropriate training for people's needs.

4.9.8 Develop new alliances with cycle manufacturers and retailers to capture opportunities for these groups to disseminate safety messages to cyclists and direct new cyclists towards training when they purchase a bike.

In 2010, TfL set up the Cycling Retailers and Manufacturers' Forum. As a result, a number of online offers from partners were launched. The vouchers have proved popular with more than 4,000 downloads to date and will continue to be available throughout 2011. View the cycle offers at tfl.gov.uk/tfl/roadusers/cycling/offers

In support of the Barclays Cycle Hire scheme, manufacturers have offered individuals who sign up to the scheme the option to use money-off vouchers when purchasing high-visibility items and cycle helmets.

5 Looking forward

A broad spectrum of activity to make cycling in London safer will take place during 2011/12. This will include infrastructure improvements, cycle training and safety campaigns. All activity is designed to make cycling in London easier, safer and more enjoyable. In summer 2011, the new London Road Safety Plan will be published. This will take forward actions to reduce collisions involving pedal cyclists.

Safer infrastructure

Evidence-based infrastructure improvements will continue to be implemented throughout 2011/12 involving two new superhighway routes, 2 and 8, the TLRN and borough roads. TfL will publish revisions to the LCDS to ensure they are fully up to date and provide the best possible guidance on infrastructure schemes that benefit cyclists and safety.

Training and information

Training will be offered to borough officers and TfL engineers to complement the amended content of the LCDS. In 2011, TfL's 'catch up with the bicycle' campaign will continue to promote cycle training. TfL will develop a joint procurement contract with three pilot boroughs to ensure best value and improve delivery, promotion and monitoring of cycle training. Boroughs will continue to offer cycle training at local level to children and adults and TfL will deliver cycle training directly through workplaces located close to the cycle superhighways.

Communication

Two new campaigns will be launched in 2011. The cycle 'Safety Code' will go live in May 2011 aimed at cyclists. The 'Give Cyclists Space' campaign is due to launch in June 2011 and will be marketed towards motorists and cyclists. The campaigns will encourage them to be mindful that they share the road with cyclists and should ensure space is given when passing them. In addition, further bursts of the HGV cycle safety campaign will be delivered.

Enforcement

There will be monthly Exchanging Places events in areas of London identified as incident hotspots, ensuring ongoing safety awareness for both HGV drivers and cyclists. The cycle task force will continue to take action against anti-social road user behaviour by cyclists and motorists. Boroughs will be encouraged to work with their local police teams to increase the scope of this activity.

Regulation

In 2011/12, the DfT is expected to publish revisions to the TSRDG. This should include regulation changes that will benefit cyclists. TfL will work with DfT to ensure that the more substantial revision to TSRDG that is expected in two years, will include significant safety benefits for cyclists.

Technology

In 2011, TfL will conduct further research to inform future regulation changes. The DfT is due to complete and publish research on direct and indirect vision from vehicles. The recommendations of this research will inform appropriate follow-on action within the freight industry. TfL's blind spot safety trixi mirrors trial will be continuing throughout 2011/12 at identified locations along routes 3 and 7 of the cycle superhighways. In 2011, TfL will encourage operators to fit the most appropriate safety devices (motion sensors and side guards) to their vehicles through stakeholder engagement.

Working practices

The FTA is developing a cycling good practice guide with its members and operators. TfL will continue to support the FTA throughout 2011/12 to encourage operators to implement this good practice guide. TfL will be working to reduce deliveries in peak hours and overall through the implementation of DSPs. TfL is continuing to promote lorry driver CPC Safer London Driving training courses to borough and private freight and fleet operators in the London region.

Research and monitoring

In 2011, TfL will undertake its annual research of cyclists and non-cyclists attitudes towards cycling and will monitor the number of collisions which occur. Research will be undertaken to identify ways of improving the safety of infrastructure.

Partnership working

The CSWG and its sub-groups have been key to the progress that has been made to date in implementing the CSAP. The group will continue to meet and work together during 2011/12 to implement the actions set out in the CSAP.

6 Conclusion

Improving safety for cyclists is a key priority for the Mayor and TfL. The significant change in cycling which London has achieved over the past 12 months, however, could not have been achieved without the support of many partners, including the boroughs, public sector agencies, companies, communities and organisations.

Looking forward to 2011/12, there is a great opportunity to build on the successes of 2010/11 and take further the Mayor's nine CSAP areas for action. With a clear focus on reducing the number of cycle casualties, raising awareness of cyclists to motorists and empowering cyclists to use London roads in a safe and considerate way.



London Sky Ride event 2010

7 Appendices

Overview of actions to date

Action	Progress Not started/In progress/completed	Page number
4.1 Safer Infrastructure		
4.1.1 Work to ensure that all new road infrastructure contributes to improved safety of cyclists, including speed reduction measures, junction improvements and awareness of cyclists' needs.	In progress	10
4.1.2 Identify high-risk locations on the road network for cyclists and advise on and implement site- specific preventive measures.	Completed and ongoing	11
4.1.3 Promote good practice guidance for infrastructure design and operation, ensuring that LCDS are followed. Continue to develop and disseminate cycle design good practice.	In progress	12
4.1.4 Support those boroughs that wish to implement speed reduction measures such as 20mph zones in line with the MTS.	In progress	12
4.1.5 Work with TfL and borough maintenance teams to ensure that road conditions are adequate to ensure road safety for cyclists.	In progress	14
4.1.6 Work with the DfT and boroughs to develop and trial good practice, changes in regulation, guidance and procedures covering highway infrastructure and public realm, to improve cyclist safety.	In progress	14
4.1.7 Work with London's engineering community to provide practical experience of cycling in London for engineers.	In progress	14
4.1.8 Continue to improve safety for cyclists where street works are taking place.	In progress	14

4.2 Training and information		
4.2.1 Increase awareness of cycle training in London through marketing and promotion.	Completed	15
4.2.2 Work with boroughs, the DfT and service providers to agree a common set of processes to develop cycle training standards and quality. The content of this training will address the main eight causes of casualties.	In progress	15
4.2.3 Continue to provide funding via LIPs for the boroughs to use at their discretion to deliver child and adult cycle training. Deliver additional adult cycle training and improved monitoring through the cycle hire and cycle superhighway programmes.	Completed	16
4.2.4 Where training is procured directly by TfL (eg Barclays Cycle Superhighways), ensure that the service and content is of high quality and is properly monitored.	Completed	16
4.2.5 Deliver an expanded programme of led rides for commuters in 2010, following on from 'Cycle Fridays'.	Completed	16
4.2.6 Continue to develop and disseminate cycle route and safety information.	Completed	17
4.2.7 Continue to provide route information through the London Cycle Guides and through TfL Journey Planner.	Completed	17
4.3 Communication		
4.3.1 Deliver a marketing campaign to warn motorists and passengers to look out for cyclists.	Completed	18
4.3.2 Develop a marketing campaign directly targeted at improving safety between HGVs and cyclists.	Completed	18
4.3.3 Include safety messages and promote cycle training as part of the cycling marketing campaign during summer 2010.	Completed	20
4.3.4 Communicate with the freight industry to improve cyclists' safety and to give more recognition to its role in meeting London's targets to reduce fatalities and injury among vulnerable road users.	In progress	21
4.3.5 Research the potential benefits of a 'cycle safety code of conduct' which would be a succinct form of conveying key safety messages to cyclists.	In progress	21
4.3.6 Consider the benefits of a business and schools safety package delivered through the Workplace and School Travel Plans.	Completed	21
4.3.7 Support and promote a 'Give a Metre' campaign which is aimed at all road users. This will convey the need for all road users to give adequate space to each other.	In progress	22
4.3.8 Work with the DfT and Cycling England to clarify the advice that should be given on legal issues, cycle lanes, cycle tracks and priority at junctions.	In progress	22

4.4 Enforcement		
4.4.1 The MPS and other partners will put a renewed emphasis on reducing KSIs on London's roads. The MPS, with (TOCU) taking the lead, will undertake targeted enforcement against careless and dangerous road user behaviour.	Completed & ongoing	23
4.4.2 Work with London Criminal Justice Board to review KSI collisions with a view to strengthening criminal justice arrangements for dealing with such cases.	In progress	24
4.4.3 The Commercial Vehicle Unit (CVU) will undertake roadside stops and company visits to ensure goods vehicles are compliant with safety legislation and to raise safety standards. The CVU will refer operators to join FORS where appropriate and use powers delegated from Health and Safety Executive to improve the management of occupational road risk when driving at work. They will also continue to undertake enforcement activity and work with partners on initiatives such as the Exchanging Places events to improve safety on London's roads.	Completed & ongoing	24
4.5 Regulations		
4.5.1 Explore different approaches to governance, roles, responsibilities and principles, including signing and marking, affecting the management of cycling-related risk employed across Europe .	In progress	25
4.5.2 TfL is committed to undertake desk-top research to inform a decision on whether to pilot allowing cyclists to turn left at red traffic lights.	In progress	25
4.6 Technology		
4.6.1 Work with the freight industry as a matter of urgency to identify the most appropriate and cost effective safety device (standard specification as well as retro fitting) for large goods vehicles. Side guards and motion sensors to be considered.	In progress	26
4.6.2 Trial roadside safety mirrors (trixi mirrors) on the superhighway pilot routes.	In progress	26
4.6.3 Continue to distribute Fresnel lenses to all fleet operators through FORS on request and more generally.	In progress	26

4.7 Commercial driving and working practices		
4.7.1 Encourage responsible procurement practices throughout the GLA family and public sector by ensuring fleet operators are FORS registered and receive driver training on cycle safety. Ensure contracts include vehicle specifications, such as the use of improved safety features.	Completed and ongoing	28
4.7.2 Promote and encourage wider membership of FORS to deliver training and messages on cycle safety for all fleet operators in London.	In progress	29
4.7.3 Work with town centre managers and freight delivery companies to reduce the number of deliveries and influence timings on main cycle routes in London.	In progress	30
4.7.4 Support the FTA's proposed concordat to avoid delivering during peak hours on the superhighways and to reduce deliveries overall.	In progress	30
4.7.5 Develop and pilot a 'considerate of cycling' package to be delivered to other road users through workplaces.	Not started	30
4.7.6 Continue to provide cycle awareness training for bus drivers, particularly targeted on routes with an increase in cyclists, such as the superhighways.	In progress	30
4.7.7 Ensure forward-facing cameras on buses are working properly and checked regularly to capture any incidents that may occur.	Completed	31
4.7.8 Provide taxi drivers in London with cycle awareness information relating to safety when driving, stopping and opening doors near cyclists.	Completed and continuing	31
4.7.9 Continue to work with DfT to encourage the inclusion of cycling safety training as part of Driver CPC training.	Completed	31
4.8 Research and monitoring		
4.8.1 Research and explore the attitudes and behaviour of cyclists and HGV drivers when it comes to road safety.	Completed	32
4.8.2 Work with MPS and CoLP to improve consistency and precision of data and records including self-reporting relating to individual casualty incidents.	In progress	32
4.8.3 Continue to survey and address the perceived risks associated with cycling, eg through annual attitudes to cycling.	Completed and ongoing	32
4.8.4 Research whether different genders behave differently around HGV.	Completed	33

4.9 Partnership working		
4.9.1 Continue to work together to identify ways in which cyclist casualties can be further reduced.	Completed and ongoing	34
4.9.2 Work with the FTA and others in identifying and piloting technical solutions to develop improved vehicle design and the concept of an urban lorry.	In progress	34
4.9.3 Support the MPS TOCU (in partnership with CoLP in delivering one Exchanging Places event each month in 2010.	Completed and ongoing	34
4.9.4 Continue dialogue and discussions with the DfT to improve cycle safety and HGV safety, through work on the development of appropriate standards, regulation, joint campaigns and messaging on areas such as safe positioning.	In progress	35
4.9.5 Work with the motoring and freight industry to improve cyclist safety to explore new ways to engage and understand the industry perspective and communicate messages (such as through training and promotion) and to develop technical solutions that could improve cyclist safety.	In progress	35
4.9.6 Further investigate the role of vehicle design to improve driver visibility (eg height of driver, sight lines) in reducing collisions.	In progress	35
4.9.7 Improve the coordination, promotion and procurement of high-quality cycle training services for both adults and children in line with DfT- approved quality standards.	In progress	36
4.9.8 Develop new alliances with cycle manufacturers and retailers to capture opportunities for these groups to disseminate safety messages to cyclists and direct new cyclists towards training when they purchase a bike.	In progress	36