



# Transport for London

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08 September 2014

Dear Caroline,

## **Transport Committee response to consultation on draft Cycle Safety Action Plan**

Thank you for your letter regarding the draft Cycle Safety Action Plan, dated 14 July and your thoughtful comments on its contents.

I share the Transport Committee's desire to see cyclist safety improve further and welcome your comments on our draft plan. As you will know, the period of opportunity for the public to comment on the draft plan closed on Friday 25 July, and the final plan will be published later in the summer once we have considered all of the stakeholder responses. We will ensure to give close consideration to your comments whilst finalising the plan, but meanwhile I would like to share our initial thoughts with you.

### **Timescales**

Your first comment referred to timescales for delivering actions, and you mention a shortfall between what cyclists want to improve their safety and what was being provided. While we all share the desire to see cyclist safety continue to improve rapidly, TfL also has a duty to ensure that infrastructure improvements are high-quality, evidence-based, carefully planned and consulted on. These factors influence the proposed timescales for delivery. Additionally, as I mentioned in my response of 8 July to your update report, the Better Junctions list is only one of our programmes which involves improvements to junctions. We will be making substantial improvements to far in excess of ten junctions by 2016. Therefore I can assure you that improvements for cyclists are key for me and are being delivered. In addition, a number of important non-infrastructure initiatives are already underway: e.g. Operation Safeway, a trial of cyclist and pedestrian detection technology on buses, and the Safer Lorry Scheme.

Short-term improvements are also in progress. Light touch engineering measures, such as those you refer to in New York, are promoted in the updated London Cycling Design Standards, and we continue to deliver training to borough engineers and planners in these techniques. We will shortly be publishing the results of the off-street trials carried out by the Transport Research Laboratory. With all these activities taking place, we will take on board your suggestion to reflect them, as well as the Future Streets Incubator Fund, in the Action Plan.

## Targets

A separate casualty reduction target for cyclists was not included in the draft plan, as cyclists are represented within TfL's target of reducing the number of people killed or seriously injured (KSI) on the road by 40 percent by 2020. There is a clear focus on KSI deductions for pedestrians, cyclists and motorcyclists within this overall target, as demonstrated by the fact that there are action plans for each of these three groups. In a context of increasing cycling levels, a casualty reduction target of 40 percent is ambitious, as indeed is our long term aim to achieve roads free from death and serious injury.

This target and long term ambition provide a clear focus for the whole of TfL, for the boroughs and for our partners. Our drive is to reduce the number of KSI casualties making London safer for cyclists, and making cycling safer is key to achieving this. Cyclists comprise over a fifth of all of London's KSI casualties so it is clear that we need to continue to make dramatic inroads for cycle safety if we are to achieve our casualty reduction target.

I agree that measuring relative risk to cyclists per mile travelled is a very useful indicator. We monitor and publish rate based KSI information annually. This measure is included in the draft Cycle Safety Action Plan throughout the document, for example when analysing different levels of risk for different age groups or gender. This is important as cycling levels differ greatly between age groups, and between genders. We use this analysis of risk (recently published in the Road Risk and Vulnerable Road User Working Paper<sup>1</sup>) to ensure that our programme of delivery is targeted at the groups facing most risk, as well as the groups who experience the highest levels of KSI casualties.

I agree that perceived safety is important. This is why we monitor it in our annually reported survey 'Attitudes towards Cycling', which includes questions such as: 'why are you cycling less this year?' and 'why do you feel that cycling is dangerous?'. We learn from these annual surveys and the information they provide to help us target action.

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<sup>1</sup> <http://www.tfl.gov.uk/cdn/static/cms/documents/road-risk-and-vulnerable-road-user-working-paper.pdf>

### **Progress reporting**

Detailed reporting on progress was not included in the draft plan, as we made this commitment in Safe Streets for London (SSfL), London's road safety action plan, published as you know in June 2013. We have undertaken to provide a comprehensive annual account of progress in casualty and collision reduction in London, and will be publishing the first of these shortly. We have also made available online all of the detailed collision records from 2005 onwards collected by the police.

I would like to thank the Committee again for its useful comments and hope that this response has helped to explain some of the thinking behind the contents of the draft Cycle Safety Action Plan. We will continue to reflect on your comments while finalising the plan. If the Committee has any further comments, please do not hesitate to contact me again.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Peter Hendy', written in a cursive style.

**Sir Peter Hendy CBE**