



Draft Road Safety Action Plan

Response to Consultation

July 2013

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1 Introduction

1.1 Background

London has achieved substantial reductions in casualties and collisions over the last decade, including success in reducing the number of people killed and seriously injured and the number of people sustaining slight injuries.

The previous casualty reduction targets had an end date of 2010. By this date, the number of people killed or seriously injured in road traffic collisions in the Capital had fallen by 57 per cent, the number of reported slight injuries had fallen by 33 per cent, and the number of children killed or seriously injured had fallen by 73 per cent compared to the 1994-8 baseline. This meant that 3,798 fewer people were killed or seriously injured on London's roads and 12,994 fewer slight injuries were reported in 2010 compared to the baseline years. Casualty reduction targets for cyclists and powered two-wheeler users, however, were not met.

The Greater London Authority Act 1999 gives Transport for London (TfL) the power to prepare and carry out a programme of measures to promote safety on London's roads, and to contribute to measures taken by other authorities. Developing a London-wide Road Safety Plan, which is one of the deliverables in the Mayor's Transport Strategy (MTS), is core to enabling TfL to deliver this programme.

The proposed plan establishes a new target to reduce the number of people killed or seriously injured in London by 40 per cent by 2020. The new target for London is based on the aim of reducing killed and seriously injured casualties from a baseline of the 2005–9 average. This is challenging but achievable, and will help to focus action for TfL and other stakeholders. Achieving this casualty reduction target would result in the number of killed and seriously injured casualties falling from 3,627 to 2,176 by 2020.

The action plan includes actions designed to reduce road casualties and to improve perceptions of road safety in London. The actions were described in the consultation document in three broad groups: actions protecting specific road users; actions that reduce risk, and actions that support delivery.

This report explains the results of the consultation, which sought comments from stakeholders on the content of the consultation document.

The finalised plan, Safe Streets for London, is now available:
www.tfl.gov.uk/assets/downloads/corporate/safe-streets-for-london.pdf

2 The consultation

The consultation which this report describes is part of TfL's engagement with a wide range of stakeholder groups which has helped to develop and inform the proposed approach to road safety in London.

The consultation, which initially ran from 23 July 2012 until 30 September 2012, was extended until 31 October 2012 following requests from stakeholders. It was designed to enable TfL to understand the opinions of its stakeholders and partners in relation to its proposed approach and actions for road safety in London which would feed into a Road Safety Plan for London.

There were three key elements to the consultation process.

- 1 Formal consultation process with online and written responses
- 2 Round Table group meetings with key stakeholders
- 3 One to one meetings with a number of organisations and groups

2.1 Consultation objectives

The objectives of the consultation were:

- To provide stakeholders with information on TfL's proposed approach for road safety in London to 2020
- To understand the level of support for a London-wide casualty reduction target
- To understand concerns
- To allow respondents to make suggestions

The potential outcomes of the consultation are:

- We decide the consultation raises no issues that prevent us from finalising TfL's Road Safety Action Plan for London: 2020 as set out in the consultation document
- We modify our proposals for the Road Safety Action Plan for London: 2020 in response to issues raised and comments received

2.2 Consultation process

Details of the consultation, which included a consultation document, were made available online at consultations.tfl.gov.uk/roads/road-safety-plan, and sent by email (wherever possible) to stakeholders. A reminder email was also sent. A list of consulted stakeholders is provided in Appendix A. Members of the public were also able to access the consultation website.

Stakeholders and the general public were invited to make representations to the consultation in the form of a questionnaire which included a number of spaces for free text responses. Respondents were also encouraged to comments on any element of the consultation document not referred to in the questionnaire. Email and postal responses were also permitted.

The questions in the questionnaire were:

1. To what extent do you think that this consultation document reflects the road safety challenges currently experienced in London?
 - Strongly agree
 - Agree
 - Neither agree or disagree
 - Disagree
 - Strongly disagree
 - Don't knowPlease enter any other comments (free text)

2. How well does this consultation document set the correct balance between the needs of all the London's road users?
 - Strongly agree
 - Agree
 - Neither agree or disagree
 - Disagree
 - Strongly disagree
 - Don't knowPlease enter any other comments (free text)

3. Are the problems facing vulnerable road users (pedestrians, pedal cyclists and powered two-wheeler riders) addressed sufficiently?
 - Yes
 - No
 - Not surePlease enter any other comments (free text)

4. What is your view on a London wide casualty reduction target for London?
 - Strongly agree
 - Agree
 - Neither agree or disagree
 - Disagree
 - Strongly disagree
 - Don't knowPlease enter any other comments (free text)

5. Are there any road safety issues which you feel are not adequately addressed in this consultation document? What are they and how should TfL address them?
 - Yes
 - No
 - Not surePlease enter any other comments (free text)

6. Are there any groups / stakeholders who should be given stronger recognition in this consultation document?
 - Yes
 - No
 - Not surePlease enter any other comments (free text)

3 Overview of consultation responses

A total of 92 responses were received. The following pages of this section detail the consultation findings for each question in turn.

A breakdown of responses by respondent type can be found in the table below. Analysis of responses by the three key respondent types: London boroughs, other stakeholders and members of the public are explored in Sections 4, 5 and 6 of this report.

Respondent	Number
Public	30
London boroughs	23
<i>Barking and Dagenham</i>	(2 from Brent)
<i>Bexley</i>	
<i>Brent</i>	
<i>Bromley</i>	
<i>Camden</i>	
<i>City of London</i>	
<i>Westminster</i>	
<i>Ealing</i>	
<i>Enfield</i>	
<i>Greenwich</i>	
<i>Hackney</i>	
<i>Hammersmith and Fulham</i>	
<i>Havering</i>	
<i>Hounslow</i>	
<i>Kensington and Chelsea</i>	
<i>Kingston upon Thames</i>	
<i>Harrow</i>	
<i>Merton</i>	
<i>Newham</i>	
<i>Redbridge</i>	
<i>Southwark</i>	
<i>Tower Hamlets</i>	
Other stakeholders	38
<i>Arup</i>	<i>London Fire Brigade</i>
<i>Association of British Drivers (ABD)</i>	<i>London Road Safety Council</i>
<i>Atkins Global</i>	<i>London TravelWatch</i>
<i>Brake</i>	<i>Metropolitan Police</i>
<i>Centre for Diet and Activity Research- University of Cambridge (CEDAR)</i>	<i>Mineral Products Association</i>
<i>Chartered Institute of Highways and Transportation (CIHT)</i>	<i>Motor Cycle Industry Association (MCI)</i>
<i>City of London Police</i>	<i>New West End Company</i>
<i>Cycling Touring Club (CTC)</i>	<i>North London Transport Forum</i>
<i>Freight on Rail</i>	<i>Queen Mary University of London</i>
<i>Guide Dogs</i>	<i>Road Haulage Association</i>
<i>inmidtown</i>	<i>RoadPeace</i>
<i>Institution of Civil Engineers</i>	<i>RoSPA</i>
<i>Intelligent Transport Society (ITS)</i>	<i>Safety Educational</i>
<i>Jenny Jones AM</i>	<i>Southwark Living Streets</i>
<i>Lewisham Cyclists</i>	<i>Sustrans</i>
<i>Living Streets</i>	<i>The Automobile Association</i>
<i>Living Streets - Hackney</i>	<i>The Society of Motor Manufacturers and Traders (SMMT)</i>
<i>London Councils</i>	<i>Valerie Shawcross AM</i>
<i>London Cycling Campaign</i>	<i>Westminster University Department of Planning and Transport</i>

3.1 Policy and direction (Question 1)

This question included a closed and open question as set out below.

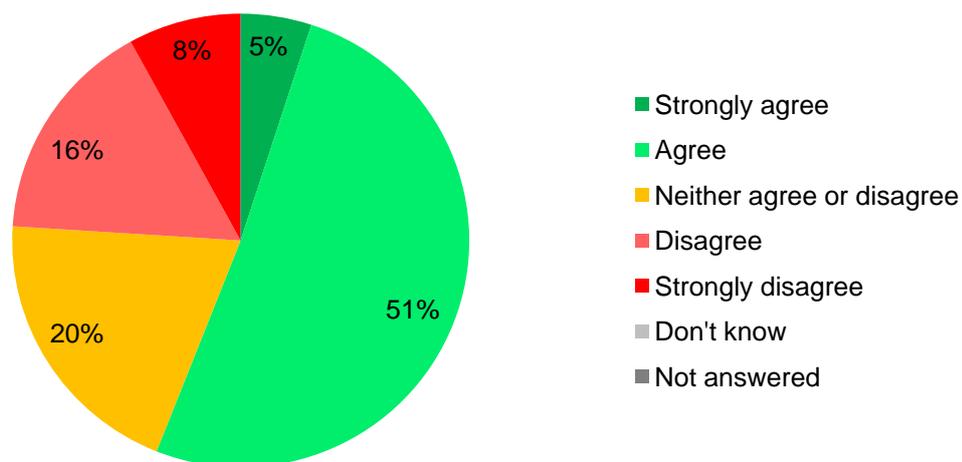
Q. To what extent do you think that this consultation document reflects the road safety challenges currently experienced in London?

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree
- Don't know

Please enter any other comments (free text)

56% of respondents either agreed or strongly agreed that the consultation document reflected the road safety challenges currently experienced in London. 24% of respondents disagreed, with 20% having no opinion either way.

Q 1. To what extent do you think that this consultation document reflects the road safety challenges currently experienced in London?



Base: 92 responses

Overall, 75% of respondents made comments about the document and whether it is fit for purpose or not.

Some examples of comments given by respondents who either Strongly agree or Agree included:

ARUP: *“The challenges - yes; the solutions - no.”*

Atkins Global: *“Overall we consider that this is a comprehensive approach to the road safety issues faced by London.”*

Guide Dogs: *“It has covered most of the road safety challenges in good detail but would have liked to see more mention about the challenges that new regeneration schemes are generating especially where such schemes deviate from the normal or traditional street design.”*

Some examples of comments given by respondents who either Strongly disagree or Disagree included:

Lewisham Cyclists: *“Its a poorly put together document with many questions asked throughout and sometimes answered elsewhere...”*

Member of the public: *“It partially reflects the challenges, but fails to properly highlight the extent to which poor/reckless driving and a failure to reduce traffic volumes contributes to numbers of KSI and therefore to sufficiently focus on the infrastructural work needed to address this. It also lacks a genuine sense of urgency.”*

Association of British Drivers (ABD): *“It explains what the challenges are but the proposals seem to be a rag-bag of ideas with no logical grounding in cost/benefit analysis and often based on no scientific evidence of their likely effectiveness...”*

3.2 Needs of London's road users (Question 2)

This question included a closed and open question as set out below.

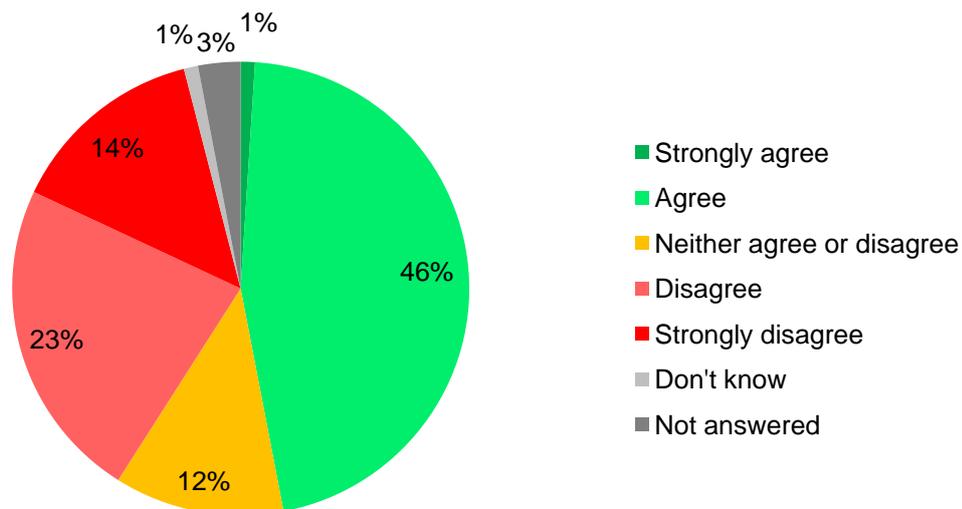
Q. How well does this consultation document set the correct balance between the needs of all the London's road users?

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree
- Don't know

Please enter any other comments (free text)

47% of respondents either agreed or strongly agreed that the consultation document set the correct balance between the needs of all road users. 37% disagreed. The remainder either did not know or chose not to answer the question.

Q 2. How well does this consultation document set the correct balance between the needs of all the London's road users?



Base: 92 responses

38% of respondents provided additional comments in response to this question.

Some examples of comments given by respondents included:

London Borough of Harrow: *"This is covered well in the document however the key challenges for boroughs vary considerably between boroughs..."*

Member of the public: *"Pedestrians and cyclists suffer the consequences of collisions but most of the collisions are caused by motor vehicles. Safety measures should aim to reduce the amount and speed of motor traffic or segregate the modes of transport better to minimise potential conflicts..."*

Member of the public: *"The emphasis should be on reducing car use..."*

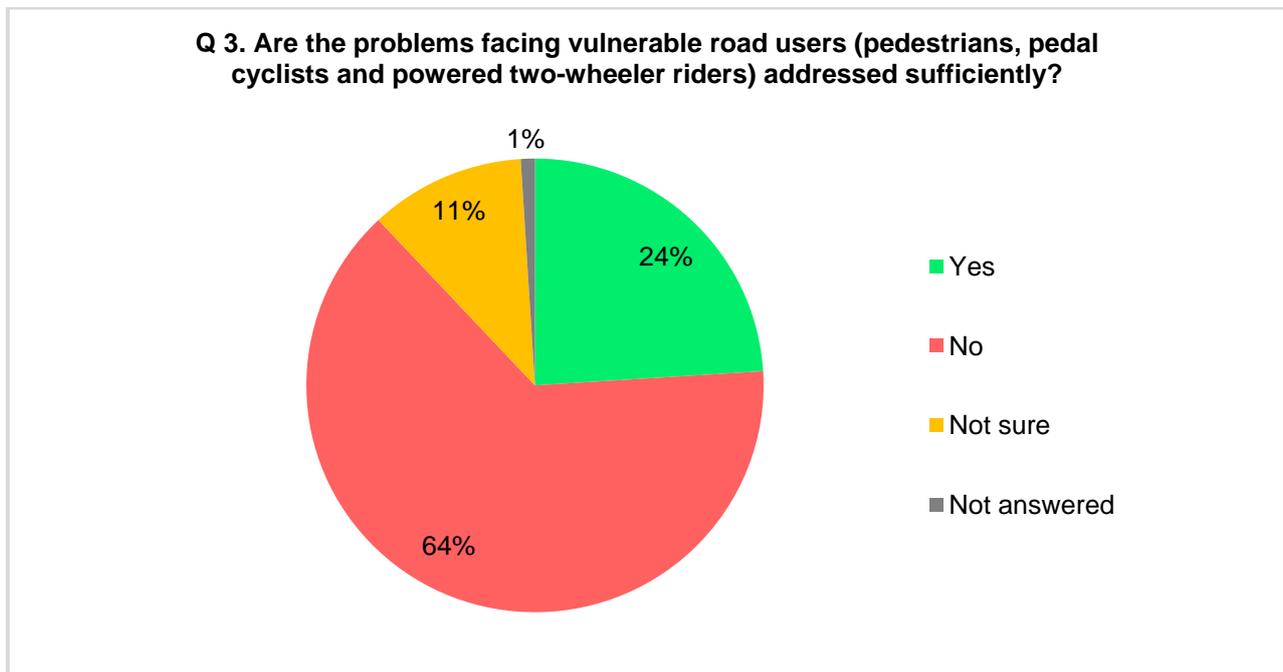
3.3 Vulnerable road users (Question 3)

Q. Are the problems facing vulnerable road users (pedestrians, pedal cyclists and powered two-wheeler riders) addressed sufficiently?

- Yes
- No
- Not sure

Please enter any other comments (free text)

64% of respondents felt that the problems facing vulnerable road users were not addressed sufficiently. 24% stated that they were sufficiently addressed, with 11% not sure. The remainder did not answer the question.



Base: 92 responses

41% of respondents provided additional comments in response to this question.

Some examples of comments given by respondents included:

London Borough of Harrow: *“Yes, they are appropriately addressed. However the regular dissemination of information gained from the safety review of junctions should be included as this could improve road safety for cyclists at other locations.”*

London Borough of Merton: *“...more-robust and new measures, over and above what is set out in the plan, are needed to reduce casualties to vulnerable users...”*

Queen Mary University of London: *“No reference to taxi/minicab and private car threats posed to vulnerable road users....”*

3.4 London wide casualty reduction target (Question 4)

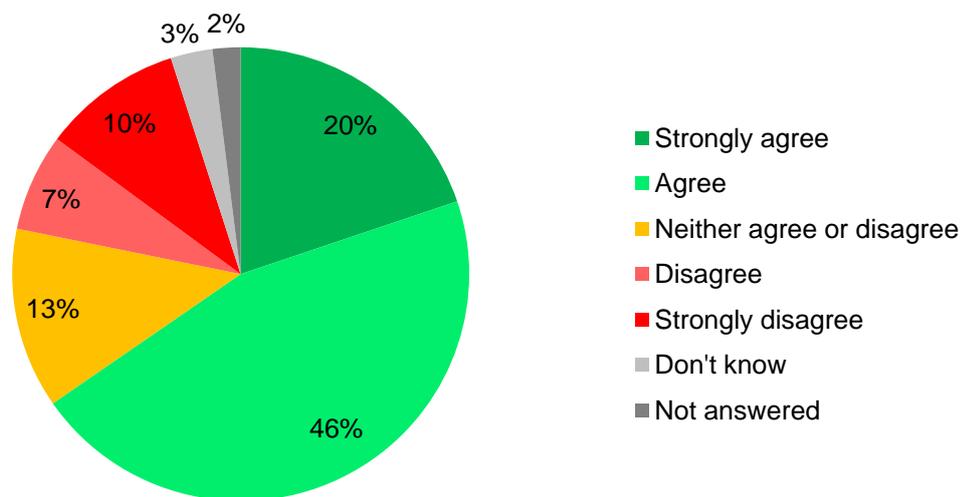
Q. What is your view on a London wide casualty reduction target for London?

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree
- Don't know

Please enter any other comments (free text)

66% of respondents either agreed or strongly agreed with a London wide casualty reduction target. 13% neither agreed nor disagreed and 17% of respondents either disagreed or strongly disagreed with the target. The remainder either did not know what their view was on a London wide target or chose not to answer the question.

Q 4. What is your view on a London wide casualty reduction target for London?



Base: 92 responses

37% of respondents provided additional comments in response to this question.

Some examples of comments given by respondents included:

London Borough of Bexley: *"The inclusion of a target is welcomed for reasons laid out...but we do not feel that the target is sufficiently challenging..."*

London Road Safety Council: *"The inclusion of a target is welcomed...but we do not feel that the target is sufficiently challenging."*

Brake: *"...urge TfL to bring in a more challenging overall target, plus separate targets for death and serious injury reductions and for different types of road user, including targets for casualties per mile travelled for pedestrians and cyclists."*

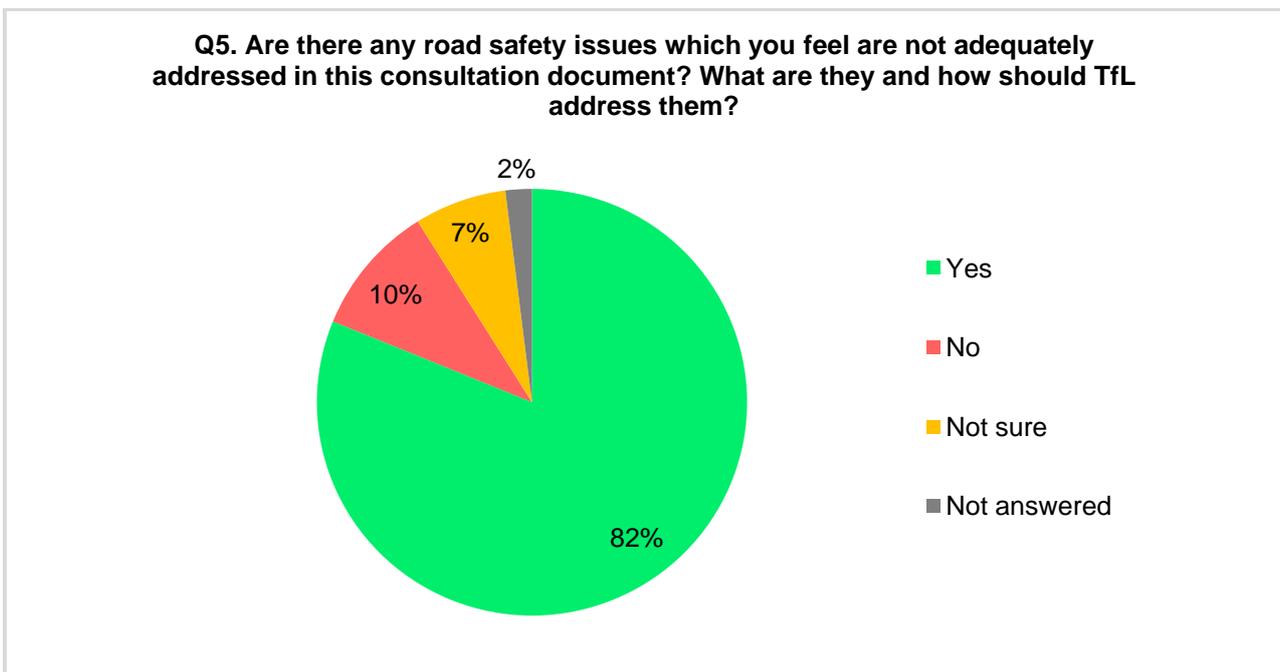
3.5 Road safety issues (Question 5)

Q. Are there any road safety issues which you feel are not adequately addressed in this consultation document? What are they and how should TfL address them?

- Yes
- No
- Not sure

Please enter any other comments (free text)

82% of respondents stated that there were road safety issues that were not adequately addressed. 10% stated that there weren't any issues not addressed. 7% were not sure and the remainder did not answer the question.



Base: 92 responses

47% of respondents provided additional comments in response to this question.

Some examples of comments given by respondents included:

Member of the public: *“A measure of people's fear of roads/perception of safety should be included”*

City of Westminster: *“Under-reporting of road accidents is currently an issue and TfL will need work with the Police more closely to ensure that all road accidents are reported on time and with sufficient detail.”*

London Borough of Newham: *“There is limited mention of the role of enforcement. With the prospect of possible further spending cuts we feel that, without adequate enforcement much of the good work in relation to campaigns such as ‘Seatbelts, the misuse of Mobile Phones and Drink/Drug Driving could be undone...”*

3.6 Recognition to groups / stakeholders (Question 6)

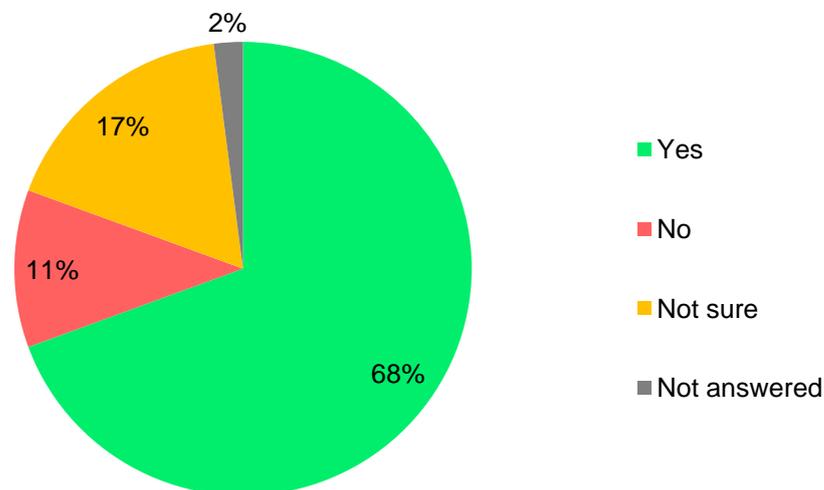
Q. Are there any groups / stakeholders who should be given stronger recognition in this consultation document?

- Yes
- No
- Not sure

Please enter any other comments (free text)

68% of respondents felt that there were groups/stakeholders that should be given stronger recognition in the consultation document. 11% stated that there weren't any issues not addressed. 17% were not sure and the remainder did not answer the question.

Q 6. Are there any groups / stakeholders who should be given stronger recognition in this consultation document?



Base: 92 responses

75% of respondents provided additional comments in response to this question. All comments included suggestions of stakeholders/groups that respondents felt should be given stronger recognition. The top 5 groups mentioned were: cyclists; pedestrians; children and young people; disability groups; and young drivers/old drivers.

Some examples of comments given by respondents included:

Member of the public: *"Cyclists and pedestrians."*

Living Streets: *"Mobility impaired people, visually and hearing impaired people, those with learning difficulties and cognitive impairments have particular vulnerabilities...their particular needs should be reflected in the document."*

London Borough of Havering: *"...may be a case for a stronger focus on car-based users, particularly within the under 24 and 60+ age groups...."*

4 Responses from London boroughs

Based on the closed questions, over half of the 22 London Boroughs who responded to the consultation felt that the consultation document reflected the road safety challenges currently experienced in London, with only 14% disagreeing and the remaining 27% stating that they neither agreed nor disagreed. Detailed analysis of all six closed questions asked can be found in Appendix B.

4.1 Common themes and comments arising from the consultation

The most common issues and comments raised by London Boroughs for Questions 1 to 6 are shown in tables below.

Q1. To what extent do you think that this consultation document reflects the road safety challenges currently experienced in London?

Theme	Issue raised	Total	%
Support for Consultation	Agree with majority of content / agree document reflects challenges. <i>Key points raised included that it is vital to keep Road Safety as a priority in times of austerity, and that there should be a future review of the overall KSI target with a view to increasing it to 50%.</i>	15	68%
Rate based targets	Should have rate based/distance targets or metrics. <i>Some boroughs suggested that these should be based on current casualty data for Central, Inner and Outer London respectively.</i>	10	45%
Target	Agree with targets, in particular specific targets for vulnerable road users. <i>Some boroughs suggested that targets should be more challenging and that the TfL should mention that previous targets have not been met.</i>	4	18%
Potential conflict between other policies	Consideration should be given to the potential conflict between Mayoral policies. Population growth should also be considered in relation to impact on policies.	4	18%
Behaviour	Welcome focus on driver behaviour, in particular greater emphasis should be given to speeding and reckless driving, and the fear of road danger has on deterring active travel.	4	18%
Vulnerable road users	Should do more for vulnerable road users. <i>Detailed responses asked for a focus on the causes as opposed to the symptoms of road collisions, and support for action plans for groups that experience disproportionately high casualty rates.</i>	4	18%
Evidence based interventions, research and monitoring	More should be placed on targeting measures which have a proven record of success to promote evidence based intervention, in particular focus on identifying particular challenges for particular users at different locations.	3	14%
Enforcement and speed	More should be included on enforcement, for example use of average speed cameras on borough roads. <i>One borough stated that they were against the widespread use of 20mph zones and investment in safety cameras.</i>	3	14%

Q2. How well does this consultation document set the correct balance between the needs of all the London's road users?

Theme	Issue raised	Total	%
Support for the overall plan	Plan strikes reasonable balance between needs of all road users. <i>Comments included support for the Better Junctions review, Road Safety Reference Board and 20mph zones, support for cyclist training in schools and the arrival of the Motorcycle Safety Action Plan.</i>	16	73%
Vulnerable road users	Vulnerable road users (VRUs) should be given priority and have targets. <i>Some boroughs felt that more could be done for VRUs and that the plan should reflect on issues once detailed action plans for pedestrians and P2Ws, and other studies have been completed.</i>	11	50%
Policy	Plan should address the possible conflicts between Mayoral policies, particularly smoothing traffic flow and the safety of vulnerable road users. Plan should also consider the potential conflict between actions or transport objectives, particularly when implementing physical measures. <i>Comments included a call for consideration of the impact of population growth and for the Injury inequality section of the plan to be strengthened.</i>	9	41%
Encourage sustainable transport modes / road user hierarchy	Reinstate the Road User Hierarchy. <i>One borough felt that there is a case for prioritising pedestrians over and above traffic flow in order to encourage walking and the use of sustainable transport, which limits traffic growth, minimises congestion and helps air quality. Another borough suggested that the Road User Hierarchy be reintroduced.</i>	2	9%
Car Users	Focus more on car design and passenger safety. <i>One borough mentioned that seat belt usage and passenger ownership are both important, whilst another borough stated that the severity of injuries for users of this mode are most likely to be addressed by technological advances in car design.</i>	2	9%
Reduce non-essential traffic	More should be done to reduce non-essential motor traffic. If it were reduced, more could be done to protect bus journey times.	2	9%

Q3. Are the problems facing vulnerable road users (pedestrians, pedal cyclists and powered two-wheeler riders) addressed sufficiently?

Theme	Issue raised	Total	%
Actions/ Measures	More robust and new measures/actions are needed to reduce casualties to vulnerable users. <i>Specific mention was made to the Cycle Safety Action Plan (CSAP) and a call for it to be updated to include new measures.</i>	14	64%
Support	Agree problems facing vulnerable road users are addressed sufficiently. <i>General agreement that the problems facing vulnerable road users are addressed sufficiently, with specific mention for TfL to work with partners including freight businesses. Several boroughs welcomed the detailed action plans for vulnerable road users, whilst others mentioned support for safety camera upgrade, 20mph zones, pedestrian countdown and the Better Junctions review.</i>	13	59%
Don't support	Should focus more on driver behaviour / against the roll out of pedestrian countdown.	7	32%
Research & Monitoring	Further monitoring and research required into collisions for vulnerable road users. Welcome study into pedestrian fatalities. <i>Several boroughs suggested TfL should identify specific issues faced by different groups by different locations.</i>	6	27%
Vulnerable road users	Should include campaigns for different vulnerable road users. <i>Specific actions and groups mentioned included: campaigns to ask cyclists to respect one another; focus on children specifically aged 11-12; young drivers and riders; and those who are elderly.</i>	6	27%
FORS	Expand FORS to include small businesses and self-employed.	2	9%

Theme	Issue raised	Total	%
Perpetrator not victim focus	Actions should focus on perpetrator rather than victims.	2	9%
Modal targets	Introduce specific modal targets for this vulnerable road users.	2	9%
Borough partnering	Ensure boroughs are involved in the revision of the London Cycle Design Standards.	2	9%

Q4. What is your view on a London wide casualty reduction target for London?

Theme	Issue raised	Total	%
Target – support	Support a London Wide target. <i>Specific comments included an ethical argument that the target for casualty reduction should be set at 100%, and that to achieve targets, investment must be made.</i>	10	45%
Target – by mode	Should be additional targets to protect the most vulnerable of road users, with targets by mode.	10	45%
Target – other	Target deemed to be ambitious / challenging due to predicted population and housing growth.	9	41%
Target – local	Document has a Central London feel. <i>A selection of comments were made regarding local targeting, including the fact that the document has a Central London feel to it, and that a single target could mask problems amongst particular road users or geographical areas. In addition, comments focused on the fact that targets should be set locally, along with the issue that it will be harder for those boroughs who have achieved substantial road safety reductions to reach targets.</i>	9	41%
Baseline differs	Should be acknowledged that the chosen baseline of 2005/9 is at odds with some boroughs baseline of 2004/8. Suggest this is changed.	3	14%
Rate based targets	Should have rate based/distance targets or metrics. <i>Some boroughs mentioned that it is helpful for the road safety plan to move away from metrics that measure cycling and walking casualties as absolute numbers, rather than rates. One borough stated reporting of rising numbers of cycling (and walking) casualties within the media provides a skewed perspective of the relative safety of these modes of transport and consequently has the potential to undermine the strategies in place to encourage use of these modes.</i>	4	18%
Vulnerable road users	Recommend that more active monitoring is undertaken for groups such as occupational road users, young drivers, users from deprived communities and high risk ethnic groups.	1	5%

Q5. Are there any road safety issues which you feel are not adequately addressed in this consultation document? What are they and how should TfL address them?

Theme	Issue raised	Total	%
Research	More research needed / improve research. <i>A selection of suggestions to improve research included providing case studies that have brought about a wholesale reduction in casualties, a review of the appropriateness of data collected, providing more evidence on the impact and the quality of road safety education should be better investigated. In addition, suggestions included the need for more work to understand the effectiveness of campaigns and the quality of safety education and that research into streetworks and accidents, better reporting of serious accidents, and more work to ensure the consistency and accuracy of data provided.</i>	13	59%
Enforcement	Should include more on enforcement. <i>Several boroughs stated that there needs to be more clarification regarding enforcement responsibility. One commented that we should consider the direct employment of officials by borough road safety teams who have powers to stop traffic under selected and limited conditions, whilst another said that there should be greater recognition of the need to reduce speeds on the TLRN.</i>	8	36%
Partnership working	Need for closer and earlier liaison between TfL and boroughs. <i>Comments included the need for TfL to clearly explain how the RSRB will share information, the need for more actions specific to working with Public Health and Wellbeing boards and, the need to establish improved evidence base for the causes of collisions.</i>	7	32%
Funding	More funds are needed to address specific road safety issues such as the replenishment of existing road markings. Plan should clarify costs of proposed actions, together with budget available for delivery and monitoring arrangements.	4	18%
Policy	Suggest TfL promote similar scheme to FORS for drivers driving for work purposes ie by working with major employers.	3	14%
Design	Would welcome greater emphasis on streetscape and highway design which result in improved driver behaviour.	3	14%
Freight Operator Recognition System (FORS)	Support for FORS continuing. Suggest TfL promote similar scheme to FORS for drivers driving for work purposes ie by working with major employers.	3	14%
Speed Reduction and enforcement	Support for 20mph zones and the increased use of time over distance cameras to reduce vehicle speeds over a longer distance.	3	14%

Q6. Are there any groups / stakeholders who should be given stronger recognition in this consultation document?

Groups / stakeholders	Total	%
Vulnerable Road Users: groups exposed to higher risks; pedestrians; cyclists, disabled road users; older people; children from less affluent areas. In addition, representative groups such as Living Streets, London Cycling Campaign, Disability Groups, Youth and Children's Groups (school transition age)	13	59%
Road Safety Partners including Road Safety Great Britain, London Road Safety Council, Borough expertise and RoSPA	5	23%
Health and Wellbeing	3	14%
Support for the road safety plan	2	9%
Black, Asian & Minority Ethnic (BAME)	1	5%
Motorists	1	5%
Representation on Road Safety Advisory Board (RSAB)	1	5%

5 Responses from other stakeholders

Based on the closed questions, 57% of pan London stakeholders agreed that the document reflects the road safety challenges currently experienced in London. 29% either disagreed or strongly disagreed, with 14% stating that the neither agreed nor disagreed.

Detailed analysis of all six closed questions asked can be found in Appendix C.

5.1 Common themes and comments arising from the consultation

The most common issues and comments raised by stakeholders for Questions 1 to 6 are shown in tables below.

Q1. To what extent do you think that this consultation document reflects the road safety challenges currently experienced in London?

Theme	Issue raised	Total	%
Support for the consultation	Agree with majority of content within consultation document / agree document reflects road safety challenges. <i>Some stakeholders stated that they welcomed the focus on vulnerable road users and support for 20mph zones. One stakeholder stated that they supported the challenges but not the solutions.</i>	13	34%
Suggested additions or changes to the strategy	Suggest changes and additions to the strategy. <i>Suggestions included: should give greater recognition to the challenges regeneration schemes are generating; should mention the 9 year downward trend in pedestrian casualties has reversed since 2008; should consider setting an underlying 'Vision' for road safety, along the lines of Sweden's Vision Zero. One stakeholder believed the Plan would be significantly more effective if it were to be underpinned by a clear strategic vision and fully developed policy that aims to make all London streets suitable for cycle use. Several boroughs suggested that the plan should focus more on driver behaviour and danger reduction.</i>	11	29%
Health and Social policy	Should emphasise role in contributing to public health / integrate with health policies. <i>Other points raised included making sure that consideration is given to making the current plan short term and that a longer term strategy could be developed with public health colleagues. In addition, it was requested that health groups and partners are included in the development of the Road Safety Plan.</i>	6	16%
Target	Should be more specific targets. <i>Three specific additional targets were mentioned. Firstly that the plan would benefit from including specific targets with regular milestones to reduce pedestrians killed and seriously injured on London's streets. Secondly, that it should set minimum performance measures used to calculate road safety programmes' value, in terms of return on investment and finally, that it should include ongoing target extended to HGVs and motorcycles.</i>	3	8%
Manufacturing & Innovation	Support the development of technology / commitment to work closely with vehicle manufacturers. <i>Comments included references to vehicle design and how this accounts for much of the total reduction in KSIs over recent decade and that further KSI reductions would require action at a local level by the Mayor and local authorities. One stakeholder stated support for future innovation and the development of technology to reduce collisions/casualties and one welcomed TfL's ambition to communicate closely with vehicle manufacturers.</i>	3	8%

Theme	Issue raised	Total	%
Evidence based interventions and research and monitoring	Would like to see more emphasis on measures being evidence-based. <i>Stakeholder comments included: 'would like TfL to only invest in educational and awareness campaigns that address the source of danger and only when they are linked to enforcement or engineering efforts' and 'There is a need for work to be undertaken to ensure the data relating to collisions recorded by the police is consistent' and 'We would like to see more clarity around, and emphasis on, research outcomes – what has been shown to work'.</i>	3	8%
Enforcement and speed reduction	The plan should prioritise speed reduction and focus more on compliance.	3	8%

Q2. How well does this consultation document set the correct balance between the needs of all the London's road users?

Theme	Issue raised	Total	%
Support for the Overall Plan	Overall a comprehensive approach. <i>Specific comments included: support for the Road Safety Reference Board; support for the Better Junctions review; support for removal of Pedestrian Guard Rail and support for the Motorcycle Safety Action Plan.</i>	7	18%
Suggested additions or changes to the strategy	Need to include changes and additions regarding the balance between all London's road users. <i>Some stakeholders felt that there to be an imbalance in the approach to a safety strategy with regard to motorcycling compared to cycling, and the need to resolve predication that motorcycling is a problem. Other stakeholders did not think that enough about the needs of pedestrians and cyclists sharing space has been covered in sufficient detail. They thought that actions should focus on perpetrator rather than victims, whilst other causes, such as an increase in drink driving, an increase in mobile phone usage need to be examined in detail. Others commented that there is a need to include and assess differences that exist between inner and outer London Boroughs and between different road types.</i>	7	18%
Vulnerable Road Users	Should do more for vulnerable road users. <i>Specific comments referred to the new influx of inexperienced cyclists due to the introduction of cycle hire and that carrying on with existing policies would not lead to reduced casualties. One stakeholder stated that the Plan does not delivery a clear pathway to achieving improved safety for pedestrians and cyclists, whilst another stated that Road safety publicity campaigns should target drivers with key messages to raise their awareness about looking out for motorcyclists, especially at junctions.</i>	5	13%
Slower Speeds/Road Danger	Greater emphasis is needed on danger reduction and slower speeds. <i>Stakeholders commented that Strategy should focus on London's most dangerous roads where maximum gain can be made from the investment. Comments also included support for 20mph zones.</i>	4	11%
Road space management	Reinstate Road User Hierarchy / need to strike a balance between competing road space demands. <i>Two stakeholders suggested that the road user hierarchy be re-introduced. Others commented that there needs to be a balance struck between accommodating all of the demands on London's roads and promoting and achieving greater safety, particularly for the slower modes, cycling and walking, and that decisions regarding how road space is allocated and junctions are designed will necessarily be a trade-off. One stakeholder requested that Oxford Street and Regent Street should be prioritised for traffic</i>	4	11%

	<i>reduction measures and safety improvements.</i>		
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Q3. Are the problems facing vulnerable road users (pedestrians, pedal cyclists and powered two-wheeler riders) addressed sufficiently?

Theme	Issue raised	Total	%
Support for the consultation version of the Road Safety Plan	Agree with overall approach. <i>Several stakeholders agreed with the overall approach, support for 20mph zones, support for the Better Junctions Review, the updating of London's speed camera network, and TfL exploring the potential of 20mph average speed cameras.</i>	6	16%
Vulnerable Road Users	Should commit to do more for vulnerable road users / include specific actions to improve safety of this group. <i>One stakeholder stated that the document fails to explore causes of road danger and therefore the real problems facing vulnerable road users are not sufficiently addressed. Another said that occupational road users have often been a large proportion of casualties, but little is reflected in policy outside fleet users. A further stakeholder commented that not enough had been mentioned on the break down of pedestrians into vulnerable pedestrians (people with disabilities and the elderly). Other concerns included the risks faced by pedestrians and cyclists on Oxford Street and Regent Street.</i>	6	16%
Not supported	Do not think problems are sufficiently addressed.	4	11%
Suggested additions or changes to the strategy	No, they're not. Suggest changes and additions to the strategy. <i>Comments included concerns over how methods were prioritised and worry that an increased focus on this group could result in an increase in pedestrian and cyclist casualties</i>	4	11%
Evidence based interventions and research and monitoring	Welcome commitment to research / more research needed. <i>One stakeholder suggested that gender and fatality risk along with role of HGVs should be monitored whilst another asked for the relationship between cycle hire and cycle superhighway usage and accident rates to be investigated.</i>	4	11%

Q4. What is your view on a London wide casualty reduction target for London?

Theme	Issue raised	Total	%
Support for consultation version of the Road Safety Plan	Agree with Target; target should be credible.	20	53%
Suggested additions or changes to the strategy	Only useful if it is clear how proposed actions will enable targets to be met. Timescales should be included. <i>Suggestions for improvement included: need for wider, more challenging set of targets; creation of a Pedestrian Safety Action Plan for London; calls for consideration of specific indicators such as perception of safety of walking or cycling</i>	15	39%
Target	Target should be more ambitious. <i>A number of stakeholders felt the target should be more ambitious, whilst one stakeholder felt that as the cycling target was missed in 2010 (while 4 out of the other 5 were met), that abandoning a cycling target is going in the wrong direction.</i>	9	24%
Vulnerable Road Users	Support additional targets for Vulnerable Road Users. <i>Stakeholders highlighted a need to establish a means of clearly tracking progress. In addition, one stakeholder raised concerns that the reduction of car/passengers masks the increase in the number of vulnerable road users. Another said that the relative risk for cyclists compared with car passengers should be monitored and reduced.</i>	4	11%

Theme	Issue raised	Total	%
Not supported	Concerned about a single, overall target. <i>Two stakeholders stated that they were deeply concerned that retaining a target of overall casualty reduction would result in perverse incentives for TfL over the next few years. Another stated that while they understand the commitment to a single target of a 40% reduction in the numbers of those killed and seriously injured, they felt it to be an extremely unsophisticated tool which would do little to address the real issues faced by London in relation to injuries to and fatalities amongst vulnerable road user.</i>	3	8%

Q5. Are there any road safety issues which you feel are not adequately addressed in this consultation document? What are they and how should TfL address them?

Theme	Issue raised	Total	%
Road design engineering	Need to stress the importance of road design and maintenance / Improve road design and engineering measures. <i>Suggestions included: lane departure and blind spot warnings; use of 30mph repeater signs; carriageway capacity reduction and traffic calming measures. One stakeholder said that they felt it would be worth documenting the impact that new road schemes and new complex developments can have the ability of emergency services reaching incidents and ability to meet response times.</i>	9	24%
Vulnerable Road Users	Should do more for vulnerable road users. <i>Suggestions included calls for motor cycle groups to be involved in the Better Junctions review, a plea for the road user hierarchy to be reinstated and more focus on road danger reductions for vulnerable groups.</i>	8	21%
Suggested additions or changes to the strategy	Suggest changes and additions to the strategy. <i>Four stakeholders suggested a wider introduction of average speed camera systems, and that it is noted that 20mph zones are supported, but not positively promoted as a strategic priority. Other stakeholders asked for further information and liaison between TfL and the road safety industry.</i>	6	16%
Freight safety	Improve freight and fleet safety, including specific measures to reduce risks facing cyclists from HGVs.	6	16%
Manufacturing /Innovation	Support the development of technology / commitment to work closely with vehicle manufacturer / new approaches needed. <i>Stakeholder comments included suggestions for new measures such as advanced lighting and anti-lock brakes for motorcycles and vulnerable road user detection schemes. One stakeholder said that they are keen that innovative schemes or techniques are researched, subject to consultation, and then installed in a way that means they can be cheaply and easily removed if they fail to work or are unpopular. Another asked for research into more effective and acceptable cycle helmets.</i>	6	16%
Enforcement	Need more enforcement measures. <i>Suggestions included: lobbying central government for more severe penalties for drivers convicted of careless and dangerous driving; tougher enforcement of cyclists riding in restricted pedestrian areas; an examination of existing enforcement on areas like mobile phone use and drink driving; review of current enforcement activities such as ATRIUM and FOIST to determine effectiveness and; more measures to tackle mobile phone usage while driving.</i>	6	16%

Q6. Are there any groups / stakeholders who should be given stronger recognition in this consultation document?

Groups / stakeholders	Total	%
Vulnerable Road Users: Pedestrians, cyclists, people with learning difficulties, shoppers, commuters, children, older drivers, elderly people, Road Peace, LCC, CTC, Cycling groups, Road User Groups, Disability groups, MCIA, Youth and Children's Groups, bereaved families	15	39%
Metropolitan Police Authority and City of London Police	5	13%
London Boroughs	3	8%
School children eg cycling training and other education	3	8%
Social services and health sector	3	8%
Businesses eg employers, Business Improvement Districts (BIDS) and Local Commerce	3	8%
Victim focus groups	2	5%
Emergency Services	2	5%
Freight – road and rail	2	5%
Manufacturers, Cycle Retailers and Manufacturers Forum	2	5%
Non-Governmental Organisations (NGOs)	2	5%
Local Campaign groups	1	3%
The Royal Society for the Prevention of Accidents (RoSPA), Road Safety Great Britain	1	3%
Car Users	1	3%
International experts	1	3%
Vehicle and Operator Services Agency (VOSA)	1	3%
Innovation industry	1	3%
Insurance Industry	1	3%

6 Responses from the Public

A total of 30 responses were received from members of the public. Of these respondents, 53% felt that the document reflected the road safety challenges currently experienced in London, with 27% either disagreeing or strongly disagreeing and the remaining 20% stating that they neither agreed nor disagreed.

Detailed analysis of all six closed questions asked can be found in Appendix D.

6.1 Common themes arising from the consultation

Overall, there were more negative comments received than positive. 47% of respondents commented in response to Question 1, of these 64% made negative comments with the remaining respondents providing neutral comments.

Q1. To what extent do you think that this consultation document reflects the road safety challenges currently experienced in London? Comments from members of the public

Theme	Issue raised	Nature of comments made
Behaviour	Need to focus more on improving motorist behaviour.	Negative
Behaviour	Partially reflects challenges, fails to highlight extent to which poor/reckless driving and a failure to reduce traffic volumes contributes to numbers of KSIs.	Neutral
Cycling	Too few measures that will prevent or lessen the number of cyclist collisions.	Negative
Cycling	Document doesn't understand the need to accommodate cycling within mainstream road planning.	Negative
Cycling	Cyclist metrics need to be defined. Targets not ambitious.	Negative
Cycling	Document does not fully reflect road safety challenges facing London - cycling rapidly growing as is casualty rate. Approach proposed is likely to continue this trend.	Negative
Cycling	Motorised traffic should be fined for passing ASL's.	Neutral
Cycling	Should focus more on cyclists, especially via cycle only streets and cycle lanes.	Negative
Mode shift	Learn from cities like New York. There has to be massive change within London away from the car and other motorised vehicles.	Negative
Mode shift	More needs to be done to filter out non-essential motor traffic and encourage modal shift.	Neutral
P2Ws	Not convinced that excess speed on behalf of the PTW user was as prevalent as indicated.	Neutral
Other	CCTV images should be made available for legal system	Neutral
Overall Plan	Document is uambitious and lacks strategic thought. Seems to focus too much on education and advertising, not on the road environment.	Negative
Overall Plan	Statistical flaws in calculations and analysis of KSIs - collection and analysis methods will affect the strategy and how its success or failure is measured.	Negative

The same number of respondents chose to comment on Question 2. Of those who provided comments, 57% stated that the document doesn't reflect the needs of cyclists and more should be done to improve cycle safety. Comments on other questions varied.

7 Our response to issues raised

Feedback	Response
The target should be expressed as a rate, specifically casualties per distance travelled.	We agree that understanding casualty rates and risk are important, but not that the target should be rate-based. An understanding of risk is important to establish what locations, road users, behaviours and groups to focus efforts and investment on, both with respect to casualty and the other parties involved in collisions injured. As a result of the feedback to focus more on risk, additional analysis has been undertaken which has informed the actions in the plan. However, we believe that the most important outcome is the number of people injured, which is why we have retained the target proposed in the consultation document.
The level of the target is not right – it should be more stretching or less stretching	We have considered this, however, considering the changes to London's population and changing travel patterns within London, we feel that a 40 per cent reduction in KSIs by 2020 will be challenging, yet achievable. The majority of those injured on London's roads are injured on roads controlled by the boroughs who we will encourage to set stretching local targets for reducing casualties.
There should be a casualty reduction target specific to each of pedestrians, cyclists and motorcyclists	We have considered this, however, the target to reduce killed and seriously injured casualties by 40 per cent by 2020 is a challenging one. Those walking, cycling and riding motorcycles accounted for more than three quarters of all those killed or seriously injured on London's roads in 2011. Therefore, progress in reducing casualties among these three groups will need to be made to achieve the 2020 casualty reduction target. We will continue to report casualty numbers by road user group and, where the data is sufficiently robust, we will also report on levels of risk in terms of casualties per distance travelled by different road user groups.
There are additional stakeholders that have not been included sufficiently, specifically from health, public health or those representing specific road user groups	We agree. As a result of this feedback TfL held meetings with the London Ambulance Service, the London Fire Brigade, trauma care and public health specialists to take their views on board. We also sought feedback from those representing different road user groups, including pedestrians, cyclists and motorcyclists. We will also ensure, through the governance approach described in the plan that road user groups and those from the health and emergency services sectors are more involved.
There needs to be a more explicit philosophy, vision or ambition, specifically a safe system or road danger reduction approach	We agree. As a result of this feedback we have adopted a longer-term ambition for road safety in London: working together to free London's roads from death and serious injury. This is part of the changes we have made which have sought to better articulate our ambition and approach, bringing it more in line with a safe system approach to road safety.
There are user groups that warrant more attention: older pedestrians, road users with mobility or sight impairment or special educational needs	We agree that these are important groups on whose safety we need to focus, and for some of these groups we agree that the consultation document did not explain how we would achieve this. The safety of these groups will, however, be improved through many of the actions we will take forward to improve the safety of pedestrians in London. A more detailed programme is being developed with stakeholders as part of the creation of London's first pedestrian safety action plan.

<p>Injury inequality for BAME groups is not sufficiently addressed</p>	<p>We agree that addressing inequality is important and feel that the plan can achieve this because of its focus on vulnerable road users. The improved understanding we can develop by looking at injury rates for different groups will help us to focus resources and interventions in the right places and towards improving the safety of groups over-represented in the casualty figures.</p>
<p>The road safety plan needs to be more integrated with other policy areas such as smoothing traffic flow and the Roads Task Force</p>	<p>We agree that the many other policy areas that affect or are affected by road safety were not covered sufficiently in the consultation document. We have widened the membership of the Road Safety Steering Group, are taking road safety into consideration as part of the Mayor's Roads Task Force and recognise the importance of cycle safety within the Mayor's cycling Vision.</p>
<p>There should be more focus on changing driver behaviour, especially through enforcement</p>	<p>We agree that addressing driver behaviour is an important aspect of delivering safer streets. The safety camera replacement programme will achieve this emphasis with respect to illegal speeding and red light running. We are also increasing the number of officers in the Motorcycle Tasking Team by 5 and Cycle Task Force by 11. Part of the remit of these two teams is to enforce safe road use by all road users, not just those on motorcycles and cycles.</p> <p>We will also produce campaign materials that do not blame the victims of collisions, but seek to reduce dangerous road user behaviour amongst all road users.</p>
<p>The consultation document has a central London feel to it – there needs to be greater recognition of the differences across London: both the challenges and the scope for future casualty reductions</p>	<p>We agree that the road safety challenges faced across London vary between boroughs and that the scope to reduce casualties also varies. However, we feel that the broad programme of the plan and the setting of borough-level casualty reduction targets (set as part of the Local Implementation Plan process) allows for sufficient scope to address the challenges and meet and exceed local targets.</p> <p>The road safety action plan covers a broad programme. The different elements will correspond to particular challenges within specific boroughs to different degrees. As well as taking forward elements of the programme centrally, TfL will continue to work with the boroughs directly, and through sub-regional and other routes, to support boroughs in identifying and addressing borough-level road safety challenges.</p>

Appendix A – List of stakeholders consulted

Round Table Members		
Metropolitan Police Service	London Councils	Living Streets
British Motorcycling Federation	Department for Transport	London Cycling Campaign
London Fire Brigade	Parliamentary Advisory Council for Transport Strategy (PACTS)	Road Peace
RoSPA	Road Safety GB	LoTAG
University College London	Greater London Authority	Institute of Advanced Motorists
Boroughs		
London Borough of Barking & Dagenham	London Borough of Barnet	London Borough of Bexley
London Borough of Brent	London Borough of Bromley	London Borough of Camden
City of London	London Borough of Croydon	London Borough of Ealing
London Borough of Enfield	Royal Borough of Greenwich	London Borough of Hackney
London Borough of Hammersmith & Fulham	London Borough of Haringey	London Borough of Harrow
London Borough of Havering	London Borough of Hillingdon	London Borough of Hounslow
London Borough of Islington	Royal Borough of Kensington & Chelsea	Royal Borough of Kingston upon Thames
London Borough of Lambeth	London Borough of Lewisham	London Borough of Merton
London Borough of Newham	London Borough of Redbridge	London Borough of Richmond upon Thames
London Borough of Southwark	London Borough of Sutton	London Borough of Tower Hamlets
London Borough of Waltham Forest	London Borough of Wandsworth	Westminster City Council
Stakeholder Groups		
London Road Safety Council	IRSO	London First
Guide Dogs for the Blind	London Travelwatch	Walk London
Cycling Touring Club of Britain	National Motorcycle Council	IDAG
RNIB	RNID	Age UK London
Home Office		
Campaign for Better Transport	Confederation for British Industry	AA Motoring Trust
Association for British Drivers	RAC Motoring Services	Freight Transport Association
Motorcycling Industry Association	Road Haulage Association	London Ambulance Service NHS Trust
Driver Standards Association	Highways Agency	
Bus and Coach Operators		
Abellio	Arriva London	Arriva Southern Counties
CT Plus	First	Go Ahead
Metroline	Quality Line	Stagecoach London
Transdev	London Tour Coach Operator Association (LTCOA)	London United Busways Ltd
Business Improvement Districts		
Angel Town Centre BID	Argall BID	Bayswater BID
Better Bankside BID	Bexleyheath Town Centre BID (Bexley)	Camden Town Unlimited BID
Croydon Town Centre BID	E11 BID	Ealing Broadway BID
Garratt Business Park BID	Hammersmith London BID	Hainault Business Park BID

Heart of London Business Alliance	Iford BID	InMidtown BID
Kingston First BID	London Riverside BID (Havering)	New West End Company BID
Paddington BID	Team London Bridge	Victoria BID
Waterloo Quarter Business Alliance BID	Willow Lane BID	
Assembly Members		
Caroline Pidgeon AM	Darren Johnson AM	Gareth Bacon AM
James Cleverly AM	Jennette Arnold AM	Jenny Jones AM
Roger Evans AM	John Biggs AM	Kit Malthouse AM
Len Duvall AM	Murad Qureshi AM	Navin Shah AM
Nicky Gavron AM	Richard Tracey AM	Steve O'Connell AM
Tony Arbour AM	Valerie Shawcross AM	Andrew Boff AM
Victoria Borwick AM	Tom Copley AM	Andrew Dismore AM
Stephen Knight AM	Joanne McCartney AM	Onkar Sahota AM
Academic and Research		
TRL	London School of Economics	FitRoads

Appendix B – Detailed findings of London Borough responses to closed questions

Please note that due to rounding up of %'s there may be minor discrepancies in the percentages detailed. The total numbers are exact.

Question 1

To what extent do you think that this consultation document reflects the road safety challenges currently experienced in London?

59% of London Boroughs felt that the consultation document reflected the road safety challenges currently experienced in London, 14% of the London Boroughs disagreed. The remainder stated that they neither agreed nor disagreed.

Response	Total # responses	% of responses
Strongly agree	0	0%
Agree	13	59%
Neither agree or disagree	6	27%
Disagree	3	14%
Strongly disagree	0	0%
Don't know	0	0%

Question 2

How well does this consultation document set the correct balance between the needs of all the London's road users?

73% of London Boroughs agreed that the consultation document set the correct balance between the needs of all of London's road users. 19% of London Boroughs either disagreed or strongly disagreed. The remainder either neither agreed or disagreed or did not answer the question.

Response	Total # responses	% of responses
Strongly agree	0	0%
Agree	16	73%
Neither agree or disagree	1	5%
Disagree	3	14%
Strongly disagree	1	5%
Don't know	0	0%
Not answered	1	5%

Question 3

Are the problems facing vulnerable road users (pedestrians, pedal cyclists and powered two-wheeler riders) addressed sufficiently?

36% of London Boroughs felt that the problems facing vulnerable road users were addressed sufficiently, 45% of London Boroughs disagreed with this and 18% stated that they were not sure.

Response	Total # responses	% of responses
Yes	8	36%
No	10	45%
Not sure	4	18%

Question 4

What is your view on a London wide casualty reduction target for London?

64% of London Boroughs agreed with a London wide casualty reduction target. 23% either disagreed or strongly disagreed, The remainder either neither agreed or disagreed or did not know.

Response	Total # responses	% of responses
Strongly agree	0	0%
Agree	14	64%
Neither agree or disagree	2	9%
Disagree	3	14%
Strongly disagree	2	9%
Don't know	1	5%

Question 5

Are there any road safety issues which you feel are not adequately addressed in this consultation document? What are they and how should TfL address them?

91% of London Boroughs felt that there were road safety issues which were not adequately addressed in the consultation document. 9% were not sure.

Response	Total # responses	% of responses
Yes	2	91%
No	0	0%
Not sure	20	9%

Question 6

Are there any groups / stakeholders who should be given stronger recognition in this consultation document?

82% of London Boroughs stated that there were groups/stakeholders that should be given stronger recognition, 5% stated that there were not. 14% said that they were not sure.

Response	Total # responses	% of responses
Yes	18	82%
No	1	5%
Not sure	3	14%

Appendix C – Detailed findings of other stakeholder responses to closed questions

Please note that due to rounding up of %'s there may be minor discrepancies in the percentages detailed. The total numbers are exact.

Question 1

To what extent do you think that this consultation document reflects the road safety challenges currently experienced in London?

56% of pan London stakeholders agreed or strongly agreed, that the document reflects the road safety challenges currently experienced in London. 29% either disagreed or strongly disagreed. The remainder stated that they neither agreed nor disagreed.

Response	Total # responses	% of responses
Strongly agree	1	3%
Agree	20	53%
Neither agree or disagree	6	16%
Disagree	9	24%
Strongly disagree	2	5%

Question 2

How well does this consultation document set the correct balance between the needs of all the London's road users?

50% of pan London stakeholders agreed that the document set the correct balance between the needs of all of London's road users. 35% of pan London stakeholders disagreed or strongly disagreed. The remainder stated that they neither agreed nor disagreed.

Response	Total # responses	% of responses
Strongly agree	0	0%
Agree	19	50%
Neither agree or disagree	6	16%
Disagree	9	24%
Strongly disagree	4	11%
Don't know	0	0%

Question 3

Are the problems facing vulnerable road users (pedestrians, pedal cyclists and powered two-wheeler riders) addressed sufficiently?

24% of pan London stakeholders felt that the problems facing vulnerable road users were adequately addressed, while 61% said that they were not. 13% said they were not sure and 3% did not answer the question.

Response	Total # responses	% of responses
Yes	9	24%
No	23	61%
Not sure	5	13%
Not answered	1	3%

Question 4

What is your view on a London wide casualty reduction target for London?

71% of pan London stakeholders either agreed or strongly agreed with a London wide casualty reduction target. 18% neither agreed nor disagreed and 5% disagreed and 5% did not answer the question.

Response	Total # responses	% of responses
Strongly agree	10	26%
Agree	17	45%
Neither agree or disagree	7	18%
Disagree	2	5%
Strongly disagree	0	0%
Not answered	2	5%

Question 5

Are there any road safety issues which you feel are not adequately addressed in this consultation document? What are they and how should TfL address them?

84% of pan London stakeholders stated that there were road safety issues that were not adequately addressed. 13% stated that there were no further issues and 3% were not sure.

Response	Total # responses	% of responses
Yes	32	84%
No	5	13%
Not sure	1	3%

Question 6

Are there any groups / stakeholders who should be given stronger recognition in this consultation document?

71% of pan London stakeholders felt that there were groups/stakeholders that should be given stronger recognition in the consultation document, 16% said there were not. The remaining 13% stated that they were not sure.

Response	Total # responses	% of responses
Yes	27	71%
No	6	16%
Not sure	5	13%

Appendix D – Detailed findings of members of the public responses to closed questions

Please note that due to rounding up of %'s there may be minor discrepancies in the percentages detailed. The total numbers are exact.

Question 1

To what extent do you think that this consultation document reflects the road safety challenges currently experienced in London?

43% of the public respondents felt that the document reflected the road safety challenges currently experienced in London. 20% either disagreed or strongly disagreed. 20% neither agreed nor disagreed with the question. The remainder either did not know or did not answer the question.

Response	Total # responses	% of responses
Strongly agree	0	0%
Agree	13	43%
Neither agree or disagree	6	20%
Disagree	3	10%
Strongly disagree	3	10%
Don't know	0	0%
Not answered	5	17%

Question 2

How well does this consultation document set the correct balance between the needs of all the London's road users?

20% of public respondents felt that the document set the correct balance between the needs of all of London's road users, 57% either disagreed or strongly disagreed. 13% stated that they neither agreed nor disagreed. The remainder did not know or chose not to answer the question.

Response	Total # responses	% of responses
Strongly agree	1	3%
Agree	5	17%
Neither agree or disagree	4	13%
Disagree	9	30%
Strongly disagree	8	27%
Don't know	1	3%
Not answered	2	7%

Question 3

Are the problems facing vulnerable road users (pedestrians, pedal cyclists and powered two-wheeler riders) addressed sufficiently?

10% of public respondents felt that the problems facing vulnerable road users were adequately addressed. 87% said that they were not. The remaining 3% stated that they were not sure.

Response	Total # responses	% of responses
Yes	3	10%
No	26	87%
Not sure	1	3%

Question 4

What is your view on a London wide casualty reduction target for London?

57% of public respondents agreed or strongly agreed with a London wide casualty reduction target. 26% of public respondents either disagreed or strongly disagreed. 17% stated that they either neither agreed nor disagreed or did not know.

Response	Total # responses	% of responses
Strongly agree	8	27%
Agree	9	30%
Neither agree or disagree	3	10%
Disagree	1	3%
Strongly disagree	7	23%
Don't know	2	7%

Question 5

Are there any road safety issues which you feel are not adequately addressed in this consultation document? What are they and how should TfL address them?

77% of public respondents felt that there were road safety issues that were not adequately addressed in the consultation document. 7% stated that there were no issues. The remainder were either not sure or did not answer the question.

Response	Total # responses	% of responses
Yes	23	77%
No	2	7%
Not sure	3	10%
Not answered	2	7%

Question 6

Are there any groups / stakeholders who should be given stronger recognition in this consultation document?

60% of public respondents felt that there were groups/stakeholders that should be given stronger recognition in the consultation document. 30% were not sure. The remainder were either not sure or did not answer the question.

Response	Total # responses	% of responses
Yes	18	60%
No	1	3%
Not sure	9	30%
Not answered	2	7%