

VULNERABLE
ROAD USERS
SCRUTINY
TASK GROUP
—
FINAL REPORT

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FOREWORD



As Chairman of the Environment Overview and Scrutiny Committee, I am pleased to introduce this report on vulnerable road users. The Committee has considered road safety and engineering measures on several occasions in relation to specific sites. The Committee also set up a Task Group to explore the issue of road safety in 2001. It was felt timely to return and review it.

While relatively low, the road casualty statistics have increased over the last two years. Those who have contributed to the fall in the casualty rates must be congratulated. Nonetheless, none of us can become complacent when lives could be saved and improvements made to road safety. I would like to thank Task Group Members and advisers for their work on this report and commend the recommendations to the Cabinet for approval.

Councillor Alan Butler
Chairman of the Environment O&S Committee

INTRODUCTION



In the last 20 years there has been a steady reduction in the overall number of people who are killed or injured in road accidents. However, this obscures significant trends - more motorcycle riders are killed in London than was the case 10 years ago, for example. In Richmond last year, there were 2 fatal accidents and neither involved the occupant of a vehicle. It is clear there have been huge advances in road safety for the occupants of cars (e.g. drink driving laws, seat belts, air bags, stronger construction of cars) but nothing has changed for pedestrians, cyclists and users of powered 2 wheel vehicles.

The challenge we faced was to understand what has happened and what measures can be taken to reduce the appalling level of accidents faced by users of 2-wheeled transport. It soon became apparent there are no easy solutions to the problems facing vulnerable road users. We have made recommendations relating to each of the three "E"s of road safety - Engineering, Education and Enforcement. It is my hope that our recommendations will make some difference to reduce casualty levels.

I would like to thank everyone who has contributed to the work of this Task Group. I am particularly grateful to those who gave up their time to attend meetings and share their experience and knowledge with us.

*Cllr Simon Lamb
Chairman of the Vulnerable Road Users Scrutiny Task Group*

EXECUTIVE SUMMARY AND RECOMMENDATIONS

1. It is with pleasure that the Group notes the success over the last decade in reducing casualties on Borough roads. Nonetheless, it is important not to be complacent about this issue. A lot of what can be done has been done, and the Group found no easy answer to the problems of vulnerable road users. The recommendations contained in this report chiefly focus on improvements to existing schemes.
2. The success and acceptance of any traffic-calming scheme depends to a large extent on its credibility in the eyes of residents and users, especially car drivers. This credibility can be reinforced through publicising the success of the schemes post implementation. **(Recommendations 1 a,b – page 9).**
3. The credibility of speed limits is affected if they do not match the road layout. Simply imposing lower speed limits on their own does not, it has been found, often bring about the desired reduction in speeds. The Task Group is confident that this does not happen on Borough roads, though it has concerns about the imposition of 20mph speed limits on roads on Crown lands in Richmond Park. **(Recommendation 2 – page 10).**
4. The Metropolitan Police encourage an increase in the provision of storage and locking facilities for powered-2-wheelers as theft of these vehicles is often associated with traffic offences. **(Recommendation 3 – page 10).**
5. Communication between the local Traffic Section of the Met Police and the Council's Transport Planning Services has not been working satisfactorily in certain areas and the Police do not feel they have been able to make the input they would like. This needs to be addressed. **(Recommendations 4 a,b – page 11).**
6. The Group has been very impressed by the work of the Council's Safety Education Team but agrees with them that Richmond's Cycling to Schools Policy needs to be updated. Furthermore, the Group is very concerned that all the good work to promote School Travel Plans which has really taken off over the last 8 months could be in vain if a successor is not found very soon for the departing Schools Travel Plan Co-ordinator within Transport Planning Services. **(Recommendations 5 a,b – page 11).**
7. The local Traffic Section of the Metropolitan Police spend a disproportionate amount of their time in other London boroughs, meaning taxpayers in Richmond do not get value for money. Representations should be made to the Metropolitan Police Authority. **(Recommendation 6 – page 12).**
8. The Group considers that enforcement generally could be given a higher priority. Several other areas in the country have been successfully piloting community/volunteer schemes. These should be explored in Richmond. **(Recommendations 7 and 8 – page 13).** Thought should also be given to making changes to the law to enable parking wardens to enforce traffic regulations. **(Recommendation 9 – page 13).**

PART I – ROLE AND FUNCTION OF THE TASK GROUP

BACKGROUND TO THE TASK GROUP

9. At the meeting of the Environment Overview and Scrutiny Committee on 10th November 2003 it was agreed to set up the Task Group. At the initial meeting on 13 April 2004 the group established the following terms of reference:
 - i) To understand the major causes of accidents involving pedestrians, cyclists, motorcyclists and young drivers (vulnerable road users).
 - ii) To ascertain how far the Council is in meeting accident targets from Transport for London/Department of Transport.
 - iii) To consider what is being done to prevent casualties among school pupils as well as education among the adult population. (Education).
 - iv) To evaluate the effectiveness of police enforcement as a means of reducing casualties involving vulnerable road users. (Enforcement).
 - v) To evaluate the effectiveness of engineering works, vertical deflections and other road calming measures in reducing accidents involving vulnerable road users. (Engineering).
 - vi) To look at the specific problem of moped food delivery drivers.
10. When it was first set up it was just intended to look at cycling in the Borough. It was felt that remit of the group should be expanded to cover all vulnerable road users.
11. The Group held a series of meetings with Council officers and external experts and made a site visit. Please see Appendix A on page 20 for a full list of meetings.

TASK GROUP MEMBERSHIP



Cllr Simon
Lamb –
TG Chairman



Cllr Malcolm
McAlister



Cllr Virginia
Morris



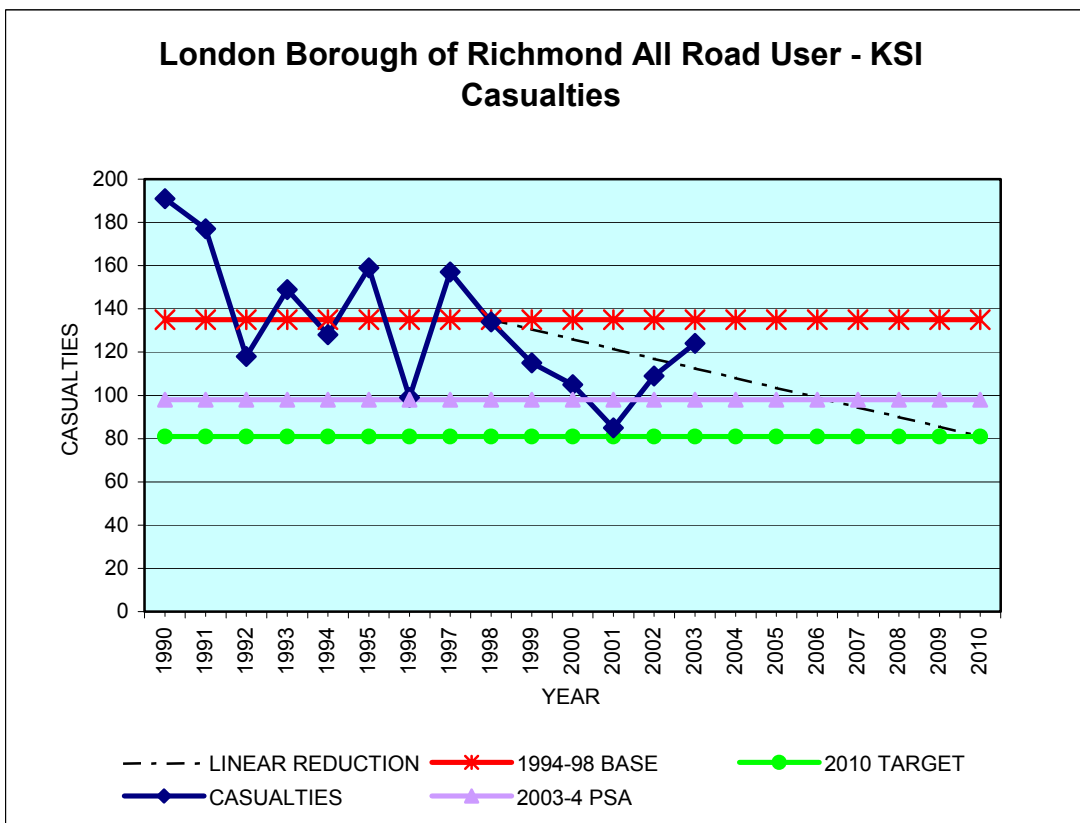
Cllr James
Mumford

PART II – FINDINGS

OUTLINE OF THE PROBLEM

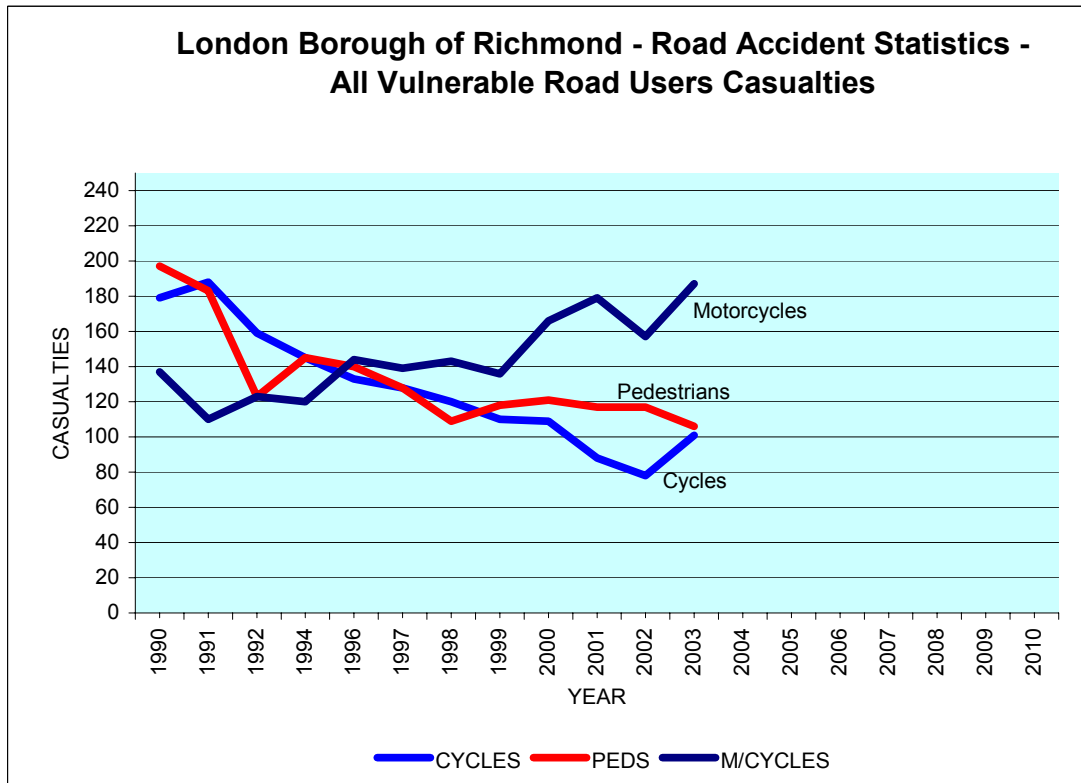
Casualty figure trends in LB Richmond upon Thames

12. Graph showing all Killed and Seriously Injured (KSI) statistics for the Borough from 1990:



13. As can be seen in the graph above, the Borough has seen a big fall in the numbers of those Killed and Seriously Injured since 1990, down from 191 to 85 in 2001, and below the baseline figure of the average 1994-98. However, these numbers increased by 28% in 2002 and 14% in 2003. There were two fatalities in 2003, one a pedestrian and one a motorcycle rider. Of the 122 seriously injured, 38 were in cars, 32 were pedestrians, 26 were motorcyclists and 18 were cyclists. Given the proportionately much higher numbers of car journeys made, this would show that these other road users are more at risk. (See paragraph 19 on page 7 for more information about PSA targets.)

14. Graph showing all personal injury casualties to vulnerable road users in the Borough from 1990:



15. The rise in accidents involving motorcycles is partly attributable to the increasing popularity of this form of transport. There have been articles in the national press about the growing phenomenon of BAMBIs – Born-Again Middle-aged Bikers. One other possible recent factor is the the introduction of congestion charging in central London in February 2003. Motorcycles were given an exemption from the charge and anecdotal evidence suggests that more Londoners are choosing this way of getting to work.

Different elements to Road Safety Policy

16. Road Safety is commonly divided into three different areas: Engineering, Education and Enforcement (the three ‘E’s’). These are the areas that the Task Group has examined in order to explore ways of reducing casualty rates on Richmond roads.

Why should this issue be of concern to the Council?

17. Firstly, everything reasonable should be undertaken to minimise the number of casualties on the roads in the borough.

18. It is one of the aims in the Council's overarching policy document, the Community Plan 2003-2006, to achieve the "safe, unobstructed flow of traffic on the highway network" and reduce the numbers of people killed or seriously injured on our roads by 16 by March 2004 and the numbers of children killed or seriously injured by 1 (i.e. achieve the targets in the Public Service Agreement).
19. Public Service Agreement (PSA). A Public Service Agreement is made between central government and a local authority and comprises series of targets. If these are met, the authority receives extra grants from Government. The PSA cycle which ended in March 2004 included a target relating to road casualties: a) to reduce those killed or seriously injured on Borough roads to 98 or below, and b) to reduce the numbers of children killed or seriously injured to 10 or below. If all targets in the last round of PSAs had been met, the authority would have received a "performance reward grant" totalling 2.5% of the authority's budget requirement in 2000/01. This is made up of £274,000 for each individual target. As seen in the statistics above, the road casualties target was missed, The overall target of a total of 98 or below being killed or seriously injured was achieved, but of these, 11 were children, which meant the PSA target was missed by one casualty. (It must be pointed out that the road casualty figure was not the only PSA target which was not achieved by the Council.)
20. Reducing speeds saves lives: "Of the 3,450 people killed on Britain's roads in 2001, it is estimated that about one third resulted from collisions where speed was a contributory factor." (DfT FAQs on Safety Cameras - http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_507638.pdf)
21. Even minimal reductions in speed are important. Government research has shown:
 - the force of the impact on a cyclist or pedestrian is increased by a third when hit at 35mph rather than 30mph.
 - that at 40mph, 90% of people hit by vehicles die, compared to 20% at 30mph (at 20mph it is just 2.5%).
 - an average family car travelling at 35mph will need an extra 21 feet (six metres) to stop than one travelling at 30mph, no matter how good the driver is.
 - It has been estimated that for each 1mph reduction in average speed, accident frequency is reduced by 5%.(From DfT document "Managing Speed on our Roads")

I. Engineering

22. The Group accepts the current Council policy “Clear Roads Ahead” and, as it states in the Community Plan “optimise the use of available road space in order to achieve the safe, unobstructed flow of traffic on the highway network”.
23. The Group also accepts that there are serious concerns by road users and sometimes emergency services about road humps (although it notes that comments by London Ambulance Service that road humps cause 500 death/year were not accurately reported and have since been qualified by the LAS). While proving very effective in reducing speeds and casualties¹ they do provoke strong opposition from certain road users and residents, especially those whose properties face road humps, have back problems and are concerned about pollution.
24. While accepting this opposition, and accepting current Council policy not to put in any further road humps, the Group feels it is unnecessary to remove humps that are currently in place.
25. Irrespective of the traffic calming schemes introduced, research shows that it is crucial to gain acceptance from drivers and residents as to the effectiveness of the schemes. This came out clearly in the project which is always held up as a model of best practice – the Gloucester Safer City project – as well as other advice from other bodies on traffic calming measures. One of the conclusions in the Department of Transport report into the Gloucester project states:

“It is inevitable that some people will be opposed to measures designed to reduce traffic speed whatever benefits might accrue. But a lesson is that residents should be told after the event what the benefits have been. Road crashes, particularly in residential areas, are statistically rare events and unless people are told, they may not know about saved casualties. This is important in forming public opinion.”
26. The Group understands the resource pressures that Transport Planning Services is under but feels that providing drivers and residents with monitoring information should be given a higher priority. This was also one of the recommendations of a previous task group (Traffic Schemes and Safety Scrutiny Task Group, March 2002). This could, in the first instance, just include one or two schemes that could be given borough-wide publicity. Should the results not be favourable to the traffic-calming measures introduced, they should still be published.

Recommendation 1 a: That higher priority be given to post-implementation monitoring and communication strategies.

Recommendation 1 b: That at least one traffic-calming scheme be identified by Transport Planning Services for borough-wide post-implementation publicity over the next 12 months – with the co-operation of the Communications Team.

¹ A Transport Research Laboratory report showed that 20mph zones in London which mainly use speed humps had led to a 57% casualty reduction rate. (From London Assembly Transport Committee report on road humps “London’s got the hump”)

27. The Group heard from the expert from the Centre for Transport Studies that the key in terms of engineering as far as reducing speeds is to make the road layout “feel” correspond to the speed limit. Often it is simply a matter of changing the road markings in order to for drivers to accept the speed restrictions. The Group has heard that Transport Planning Services are reviewing their policies regarding this in the light of new guidance from the Department for Transport.
28. The Group has concerns about 20mph speed limit zones. If guidelines (see below) are not followed such schemes can have the opposite effect to the one intended, leading, as the Group has heard, to an increase in speeds in some cases. The guidance on 20mph in the Department of Transport’s Traffic Advisory Leaflet 09/99 says that:

*“20 mph speed limits by signs alone would be most appropriate where 85th percentile speeds are already low and further traffic calming measures are not needed.” (p.4); and
“If observed 85th percentile speeds are above 24 mph, then it is unlikely a 20 mph speed limit would be appropriate, unless traffic calming measures can be provided.” (p.9).*

29. The success of any scheme is to a large part dependent on its credibility in the eyes of drivers. The Group is concerned that, without this credibility and trust on the part of drivers, highway authorities are not just introducing meaningless speed limits, but that driver cynicism could increase and jeopardise efforts to make roads safer.
30. The scheme which the Group has specific concerns about are the 20mph limits in Richmond Park which were introduced not by the Council but by the Royal Parks Agency as this land is part of the Crown estate. The scheme was opposed by the Council and its concerns would appear to be borne out. The Group is aware that the Department/its agencies are monitoring the scheme itself but would like the Department to be made aware of the following recommendation:

Recommendation 2: That Richmond’s Transport Planning Services forward the Group’s recommendation to the Royal Parks Agency that if speeds in Richmond Park are found to be higher than 24mph for 85 percentile averages, the 20mph speed limit should be removed.

31. One cause of speeding of powered two wheelers is, according to the Police, through theft and subsequent use of motorcycles. According to a Home Office report from 2003², 1 in 40 registered powered two wheelers were stolen over the twelve-month period 1.1.2000-31.12.2000. This is double the rate for cars. The Metropolitan Police would like to see more storage and locking facilities for motorcycles made available in the borough. The Group heard from Transport Planning Services that potential sites are being looked at. This is an approach that the Group supports.

Recommendation 3: That efforts by Transport Planning Services continue to find suitable sites for motorcycle storage and locking facilities in the Borough.

² Home Office (2003): An analysis of the extent of motorcycle theft in 2000. (<http://www.homeoffice.gov.uk/rds/pdfs2/rdsolr2003.pdf>)

32. The Group were very concerned to hear of the difficulties that the Metropolitan Police had had, despite requests, in not being consulted by Transport Planning Services in the Council. In part, it would seem to be a question of language. The Metropolitan Police were asking to be involved in Stage 3 audits of road schemes. (Stage 3 audits are comprehensive reviews of the effectiveness of large-scale road engineering works.) In fact, it transpired that the Police feel they should have more involvement post-engineering works when the Council's engineers check the work of the contractors. The Police see their role at this stage as being able to make input not on the engineering parts of the scheme but on signage etc. The Group is aware that the Police are members of the Transport Management Liaison Group in the Borough at which new transport schemes are discussed and that there are other fora where contact exists but nevertheless there was surprise and concern at the strength of frustration expressed at a high level by the representatives of the Metropolitan Police in the Borough.

Recommendation 4 a: *That the Police be invited to accompany Council traffic engineers when completed road schemes are inspected.*

Recommendation 4 b: *That clarity be sought with the Police regarding their concerns through contact at senior officer and Cabinet Member level.*

II. Education

Schools

33. The Group would like to congratulate the Safety Education Team and the Transport Policy and Awareness Section for all their hard work around safety education in schools and the development of school travel plans. The recent launch of the Children's Traffic Club is one of the examples of the work that the Safety Education Team is undertaking. The Principal Road Safety Officer reported to the Group that he felt the Cycling to Schools Policy needed a relaunch. The Group would strongly encourage this.
34. The Group commends the work of the School Travel Plan Co-ordinator for his success in raising the awareness of Travel Plans among schools in the Borough. Just under half of all schools including private schools now have travel plans – making Richmond-upon-Thames a leader in this field. Interest among staff and parents is high and it is a great shame that the School Travel Plan Co-ordinator is leaving the authority. The Group strongly urges that all efforts are undertaken to recruit a suitable successor in this post in order that teachers' interest does not quickly turn into frustration at lack of progress and contact officers.

Recommendation 5 a: *That the current Richmond Cycling to Schools Policy be updated.*

Recommendation 5 b: *That all possible efforts be undertaken to recruit a successor to the vacant post of School Travel Plan Co-ordinator.*

III. Enforcement

35. The primary responsibility for this lies with the Metropolitan Police. The Group heard that most local police resources are, due to the low crime figures, diverted to other boroughs. The allocation of resources for the Metropolitan Police Traffic section is based on formulae which take into account an area's KSI (killed and seriously injured) figures and head crime statistics such as auto-crime and burglary. As Richmond is low in all areas, this equates to just 8% patrolling time by the Hampton traffic department for both its core teams and tasking teams. Figures for April show that the core team spent 6% of its time in this borough and the tasking team 9%. (The core team deals with all aspects of traffic work on a day-to-day basis whereas the tasking team is free of this burden and deals with directed activity only.) This is compared to other boroughs such as Lambeth who gain 24% of the Hampton traffic section patrolling time. It must also be pointed out that over the last 15 years the total number of Met Police traffic officers (of all ranks) across London has been halved and now stands at 650. While accepting that some distribution of resources across London is fair, the Group feels that Richmond taxpayers are poorly served by this formula.

Recommendation 6: *That the GLA member for Richmond make representations to the Metropolitan Police Authority to increase the proportion of local traffic section police time spent on enforcement on Borough roads.*

36. There are, however, various schemes that the Group has looked at that do have the potential to increase enforcement without any significant pressure on police time: Community Speedwatch and Speed Indicator Devices.

Community Speedwatch

37. Speed cameras generally, as shown by a recent review from the DfT, are effective in reducing casualties: "after allowing for the long-term trend there was a 33% reduction in personal injury collisions (PICs) at sites where cameras were introduced." (DfT's publication *The national safety camera programme: Three-year evaluation report*)
38. The Group welcomes the use of cameras as long as they are within the guidelines laid down nationally to ensure that appropriate sites are chosen and that there is broad driver and public acceptance for their installation.
39. One scheme that the Group has been made aware of is the Community Speedwatch scheme which was first run in this country by Avon and Somerset Constabulary. In Cheshire it was piloted in May 2003 and has proved a success. In essence it involves members of the community in operating speed cameras. There is tight control by the police who buy the equipment, train the volunteers and establish which sites the community speedwatch volunteers can operate at. It is laid down that the volunteers can only operate in daylight hours and at specific sites on roads where speed limits are below 40mph. They are also given safety and conflict management training.
40. Anyone recorded driving above the speed limits is sent a warning letter. A more strongly worded letter is sent out if the driver is caught a second time, with their

details being forwarded to the “uniformed” police. These will then decide whether to conduct their own monitoring at the site where a driver has been caught twice.

41. The scheme has proved very popular with the community in rural Cheshire and the police expect a 5% reduction in speeding offences over 12 months.

Recommendation 7: That the possibility of introducing Community Speedwatch schemes be explored in Richmond upon Thames.

Speed Indicator Devices

42. The second scheme that Cheshire Police are pursuing is for community volunteers to operate speed indicator devices (SIDs). There is no “policing” element to this. The devices simply show a smiley face to drivers who are within the speed limit and a sad face if they are over the limit. Each device costs around £4,000. They can only be used on approved sites and have proved very popular.
43. The Cabinet Member for Transport, Traffic and Parking told the Group that he had explored the possibility of introducing cameras linked to signs which displayed the registration numbers of cars which were being driven over the speed limit but that he had been advised that there were Data Protection issues which had not been resolved. The Group also shares the concern he expressed about impinging on the street scene by having various large flashing signs. SIDs could be a practical and cheap alternative which would address both these objections.

Recommendation 8: That the possibility of introducing volunteer-manned speed indicator devices be explored in Richmond upon Thames.

44. The Group would like to see more enforcement generally of speed limits and other traffic offences and feel, given the limited resources of the Police that other agencies could be used. Under the Traffic Management Act, certain powers relating to traffic policing have been conferred on local authorities. However, the Group heard that it is not possible, as the law currently stands, to use traffic wardens for other traffic policing duties, speeding etc. The Group would like to ask the Cabinet Member for Transport, Traffic and Parking to make representations to central government pressing for a change in legislation.

Recommendation 9: That representations be made to the Department for Transport and the Home Office putting the case for a change in the law to allow agencies other than the Police to carry out traffic policing duties which go beyond those in the Traffic Management Act.

Pizza delivery riders

45. It was agreed to include this as, although there is no statistical evidence on the increased danger of and to these mainly young drivers, it was felt that many other road users had concerns about this issue. The Group heard that that other boroughs had carried out research into this topic and that the whole area of Management of Occupational Road Risk was now being looked into by ROSPA,

the Health and Safety Executive and others
(<http://www.hse.gov.uk/pubns/indg382.pdf>).

46. The concerns focussed on the fact that the perception is of young moped drivers, often with only a provisional license, who work to tight delivery deadlines sometimes with financial penalties for not meeting these deadlines.
47. The Group approached the Health and Safety Officer and, just in terms of the scrutiny process if nothing else, were very pleased that the Task Group could act as a facilitator, enabling communication between different sections of the administration to tackle problems and find solutions. In this instance it meant that the issue was brought to the attention of the Environmental Health team who had not considered it in depth until then.
48. The Group welcomes the way Environmental Health has taken this up, carried out research and consulted with colleagues in other London boroughs. It endorses the new inspection form for delivery driver training and vehicle maintenance as well as the plan to inspect all the fast food delivery establishments in the Borough. It would not be proper for the Council to tell restaurant owners and managers how to manage their businesses but the Group feels that, by having a question on whether delivery drivers suffer any financial penalties for late deliveries, it can bring concern about this issue to managers' attention.

CONCLUSION

49. The Group believes the Council should rightly be proud of the relatively low levels of casualties in the Borough and congratulates all those who, at local level, have made a contribution to this success. Nevertheless, this is no reason to be complacent. Casualty figures for vulnerable road users and car users have risen over the last two years.
50. Policy at both local and national level shows a commitment to making the roads as safe as possible for all users. The Group believes that attitudes and perceptions are the key to improving road safety. These relate to road users' perception of - i) risk ii) their own ability, especially as drivers and riders, iii) the appropriate speed limit, which may differ from the legal one currently in force. Attitudes and perceptions also influence the acceptability of engineering measures and road regulations. The recommendations in this report have been formulated in this spirit in order to optimise policies and measures regarding the three component parts of road safety: Engineering, Enforcement and Education.

TABLE OF RECOMMENDATIONS

	Rec. No.	Recommendation
1.	1a	That higher priority be given to post-implementation monitoring and communication strategies.
2.	1b	That at least one traffic-calming scheme be identified by Transport Planning Services for borough-wide post-implementation publicity over the next 12 months – with the co-operation of the Communications Team.
3.	2	That Richmond's Transport Planning Services forwards the Group's recommendation to the Department of Culture Media and Sport that if speeds in Richmond Park are found to be higher than 24mph for 85 percentile averages, the 20mph speed limit should be removed.
4.	3	That efforts by Transport Planning Services continue to find suitable sites for motorcycle storage and locking facilities in the Borough.
5.	4a	That the Police be invited to accompany Council traffic engineers when completed road schemes are inspected.
6.	4b	That clarity be sought with the Police regarding their concerns through contact at senior officer and Cabinet Member level.
7.	5a	That the current Richmond Cycling to Schools Policy be updated.
8.	5b	That all possible efforts be undertaken to recruit a successor to the vacant post of School Travel Plan Co-ordinator.
9.	6	That the GLA member for Richmond make representations to the Metropolitan Police Authority to increase the proportion of local traffic section police time spent on enforcement on Borough roads.
10.	7	That the possibility of introducing Community Speedwatch schemes be explored in Richmond upon Thames.
11.	8	That the possibility of introducing volunteer-manned speed indicator devices be explored in Richmond upon Thames.
12.	9	That representations be made to the Department for Transport and the Home Office putting the case for a change in the law to allow agencies other than the Police to carry out traffic policing duties which go beyond those in the Traffic Management Act.

SELECTED READING

- Cheshire Constabulary Community Speedwatch policy.
(<http://www.cheshire.police.uk/uploads/policy%20-%20community%20speed%20watch.pdf>)
- Community Plan.
(<http://www.richmond.gov.uk/depts/chiefexec/policy/communityplan0306/default.htm>)
- DfT Report on the Gloucester Safer City Project (1996 – 2001).
(http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_504563.hcsp)
- Traffic Schemes and Safety Scrutiny Task Group - Final Report, March 2002
(Link to report – Please see item 91 on Agenda for Environment and Sustainability Overview and Scrutiny Committee 26 March 2002:
<http://cabnet.richmond.gov.uk/ieListDocuments.asp?CommitteeId=168&CF=&MeetingId=587&DF=&Ver=4>)
- DfT's Traffic Advisory Leaflet 09/99.
(http://www.dft.gov.uk/stellent/groups/dft_roads/documents/pdf/dft_roads_pdf_504803.pdf)
- DfT The national safety camera programme: Three-year evaluation report. June 2004.
(http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_029193.hcsp)
- DfT Managing Speed on our Roads.
(http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_029005.hcsp)
- DfT Safety Cameras – Frequently Asked Questions.
(http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_507638.pdf)
- Home Office (2003): An analysis of the extent of motorcycle theft in 2000.
(<http://www.homeoffice.gov.uk/rds/pdfs2/rdsolr2003.pdf>)
- LB Richmond upon Thames. Traffic Calming Review.
([http://cabnet.richmond.gov.uk/Published/C00000226/M00000776/AI00003935/\\$Env110203TrafficCalming.doc.pdf](http://cabnet.richmond.gov.uk/Published/C00000226/M00000776/AI00003935/$Env110203TrafficCalming.doc.pdf))
- London Assembly Transport Committee. London's got the hump: A scrutiny on the impact of speed humps on Londoners' lives.
(http://www.london.gov.uk/assembly/reports/transport/speed_humps.pdf)
- Traffic Management Act:
(<http://www.hmso.gov.uk/acts/acts2004/20040018.htm>)

GLOSSARY OF TERMS

DETR	Department for the Environment, Transport and the Regions. The Department became the Department for Transport, Local Government and the Regions (DTLR) in 2001. Further reorganisation brought led to the creation of a dedicated Department for Transport (DfT) and the Office of the Deputy Prime Minister (ODPM) in May 2002.
DfT	Department for Transport. One of the successor departments of the DETR (see above).
KSI	Killed or Seriously Injured
LBRuT	London Borough Of Richmond Upon Thames
LEA	Local Education Authority
ODPM	Office of the Deputy Prime Minister
O&S	Overview and Scrutiny (Committee)
PSA	Public Service Agreement. This is an agreement between central Government and a local authority with a target or series of targets which, if met, will lead to additional funding.
ROSPA	Royal Society for the Prevention of Accidents

APPENDICES

Appendix A

Timetable of meetings

Appendix B

Summary of Road safety research

Appendix A – Timetable of Meetings

Date	Who attended	Issues discussed
13 April 2004	Cllr Simon Lamb (Chairman), Cllr Malcolm McAlister, Cllr James Mumford, Bruce Fox (Met Police), Brian Holder (Teddington Society, Roads And Transport Group), Chris King (LBRuT Road Safety Officer), Heather Ward (Centre for Transport Studies, UCL)	Terms of reference, road safety education, police enforcement
28 April 2004	Cllr Simon Lamb (Chairman), Cllr Malcolm McAlister, Cllr Virginia Morris, Cllr James Mumford, Cllr Kreling (Cabinet Member for Transport, Traffic and Parking), Chris Smith (LBRuT Traffic Engineer)	Engineering solutions to road safety, current Council policy
25 May 2004	Cllr Simon Lamb (Chairman), Cllr Malcolm McAlister, Cllr James Mumford	Review of original terms of reference
1 June 2004	Cllr James Mumford, Doug Street (LBRuT Health and Safety Officer)	Accompanied inspection of restaurant
5 July 2004	Cllr Simon Lamb (Chairman), Cllr Malcolm McAlister, Cllr Virginia Morris	Consideration of draft final report