
Secretariat memorandum

Author : Vincent Stops

Agenda item: 8
LTW524 B
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Additions to the TfL Performance Report

1 Purpose of report

- 1.1. To describe the additional items reported in the TfL performance report

2 Background

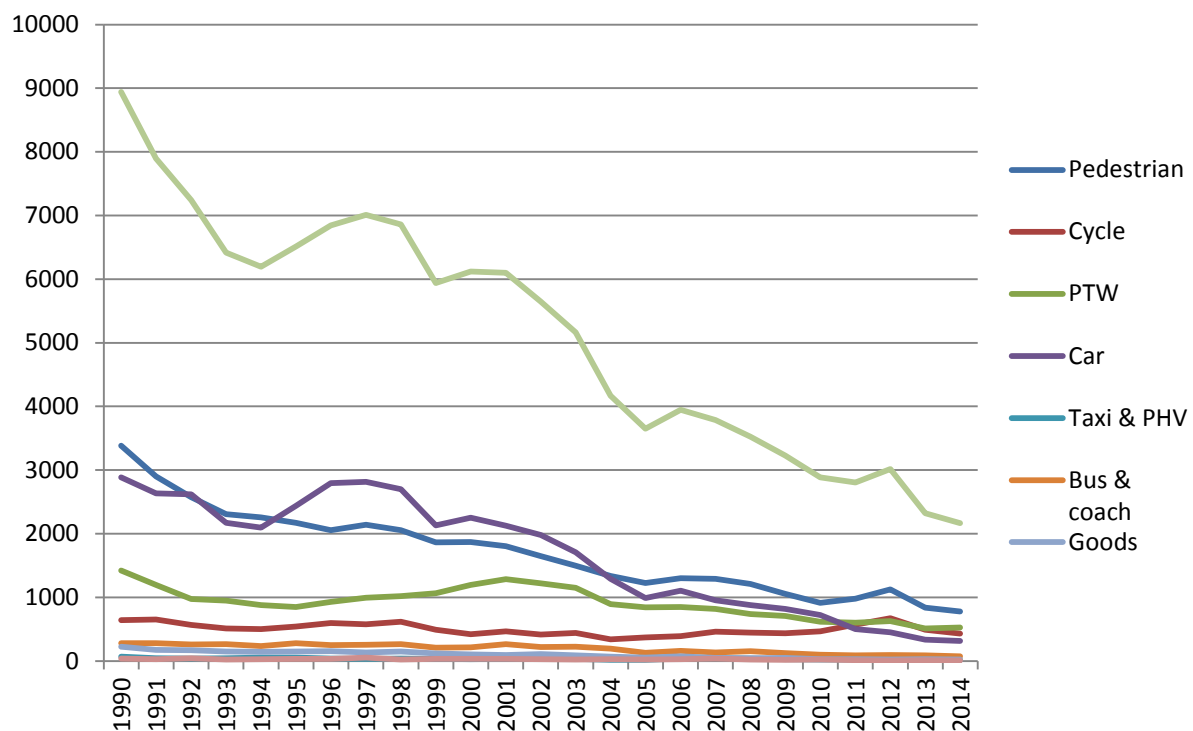
- 2.1. Members have asked that the quarterly TfL Performance Report includes additional items:

- Road safety statistics;
- Bus safety statistics;
- The performance of local highway authorities in the exercise of their duty to keep the pavement clear of unlawful obstructions;
- Bus speeds in London

3 Road safety statistics

- 3.1. Members have previously discussed the reporting of road safety statistics. It is intended to report the annual statistics graphically, in order that the trends can be seen, and the provisional quarterly statistics. It should be noted that there is a very long time lag of up to 6 months in the reporting of these figures. The information is available on TfL's website at:
<https://tfl.gov.uk/corporate/publications-and-reports/road-safety>
- 3.2. The trend is broadly downwards and is the result of consistent, data led interventions over many years.

Number of collisions resulting in killed and serious injuries, by mode, over the last 25 years



4 Bus safety statistics

4.1. Members have previously discussed the reporting of bus safety incidents. These statistics are reported to TfL by the bus operating companies. They range from collision injuries to third parties on the street, to passengers falling on the bus. TfL now report all such incidents. But only those injuries resulting in a hospital admission where the injury is serious or of unknown severity are recorded in our report. The information is available on TfL's website at: <https://tfl.gov.uk/corporate/publications-and-reports/bus-safety-data>

4.2. During this period there were two pedestrian fatalities and 186 incidents where the casualty was taken for hospital treatment with either a serious injury or the severity is unknown. These 186 incidents are tabulated below.

The number of incidents on TfL's contracted bus services during financial quarter 3 that resulted in hospital treatment with either a serious injury or the severity is unknown

	Passengers	Driver or TfL staff	Pedestrian or member of the public	3rd party driver, occupant or rider	Other	Total
Activity Incident Event	1		2			3
Assault	3	2	1			6
Collision Incident	14	8	23	9	1	55
Personal Injury	22		2			24
Slip Trip Fall	97		1			98
Total	137	10	29	9	1	186

5 Managing highways obstructions on the pavement

- 5.1. It is illegal to obstruct the pavement without lawful excuse. The local highway authority (TfL and the London boroughs) have a duty to keep their pavements clear of obstructions. They have various powers to enforce against obstructions. However, only a small handful of the London boroughs undertake this enforcement activity properly. Some even defend the rights of property owners to obstruct the highway when complaints are made to them. Others take the view that having obstructions moved close to the building fulfils the duty to keep the pavement clear. A few boroughs focus on keeping their 'high profile' streets clear and leave other streets that are obstructed.
- 5.2. Lack of proper enforcement means pavement obstruction is widespread in London. This is a nuisance to most pedestrians and in some cases hazardous. Mobility and visually impaired pedestrians are greatly affected by highways obstructions.
- 5.3. London TravelWatch has campaigned on this issue for some years and has been able to persuade TfL to adopt a zero tolerance approach to highways obstructions. TfL has started to properly undertake the duty, but will need to continue to work at this for sometime to tackle the problem fully. TfL has also undertaken work to encourage the London boroughs to undertake enforcement. This is very welcome.
- 5.4. The report now includes a map highlighting which local authorities keep their pavements clear and which do not. The assessment was made by visiting several district centres in each borough and coding each borough according to what we found on the street. The following coding was used:

Green	the borough's streets are generally clear of pavement obstructions;
Yellow	some of the boroughs streets are clear of pavement obstructions;
Red	the borough's streets have pavement obstructions on them;
Purple	the borough's streets have pavement obstructions, but they are often located next to buildings in response to enforcement.

- 5.5 TfL would be scored as a yellow: some of TfL's streets are clear of pavement obstructions.

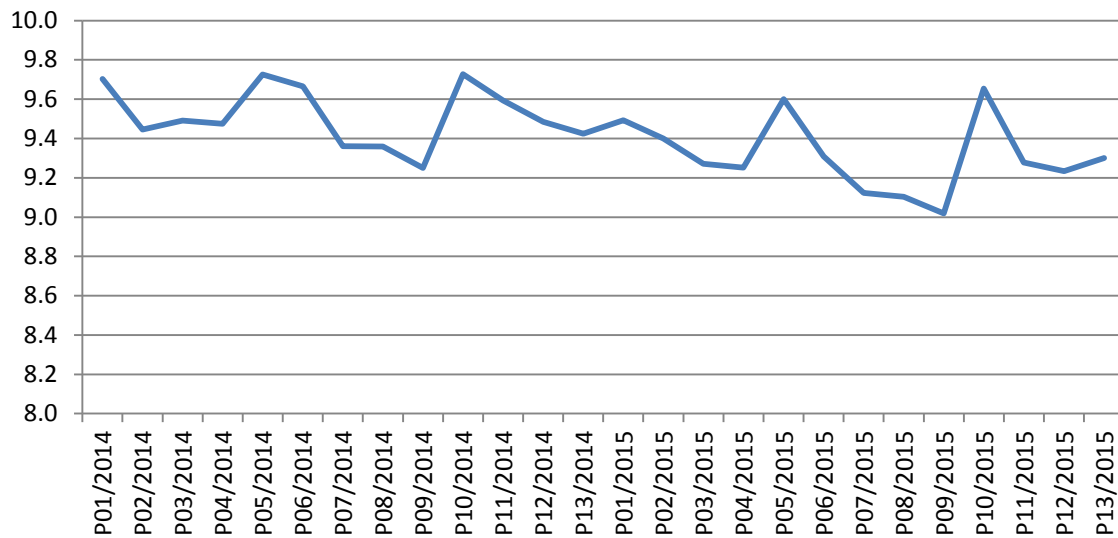
How well the London boroughs keep their pavements clear of obstructions



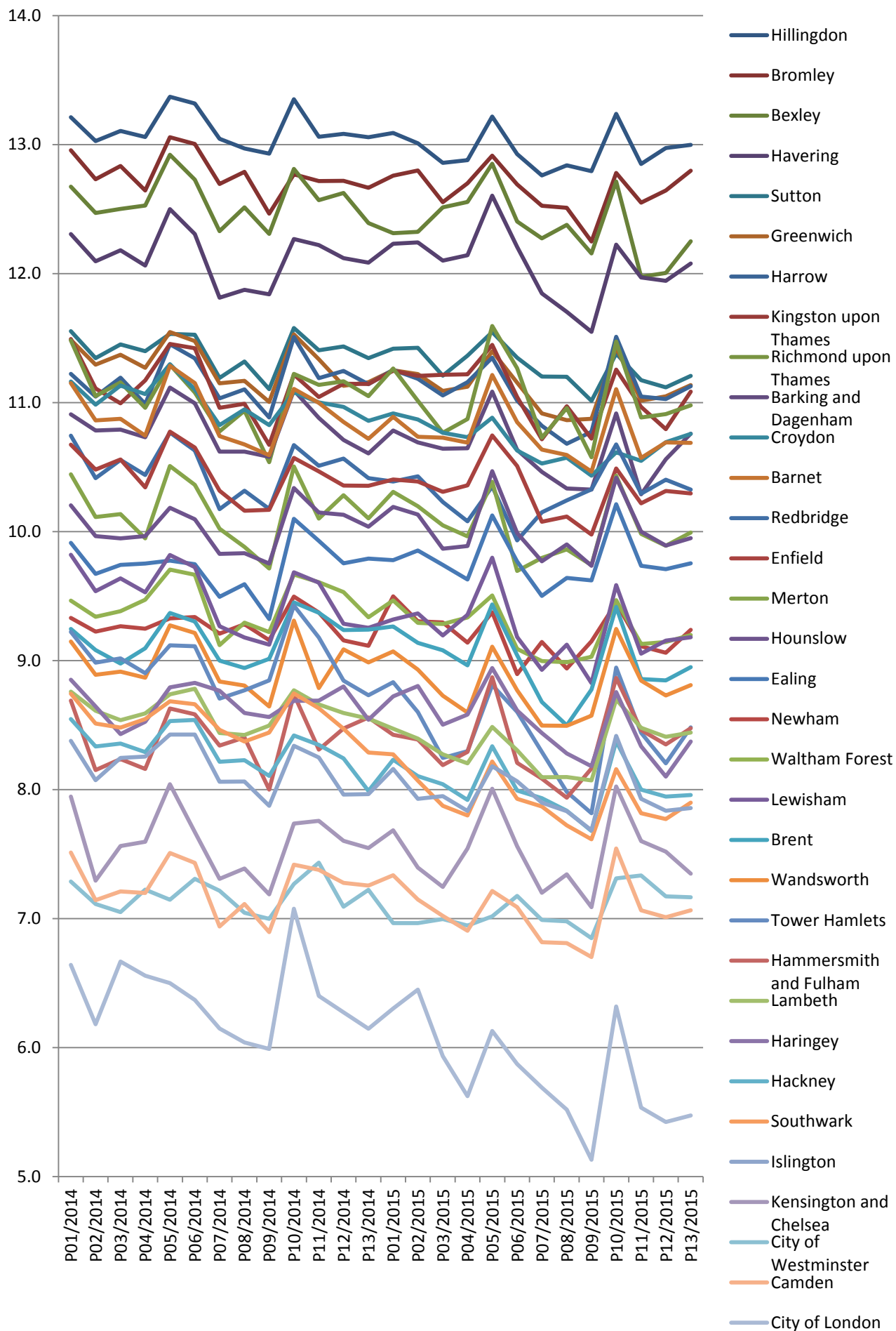
6 Bus speeds

- 6.1. TfL's I-Bus system records the location of every bus in London. These records are now being used by TfL to determine the speeds of bus services. This information can be presented in many ways, for example by route or London borough, by time of day or day of the week. The information is available on TfL's website at: <https://tfl.gov.uk/corporate/publications-and-reports/buses-performance-data>
- 6.2. The bus speed data includes time spent stationary (for example at traffic lights and at bus stops). Speeds are measured in miles per hour.

All London' average bus speeds (in miles per hour) by financial period. Period 1, 2014 to 13, 2015



- 6.3. This data indicates that bus speeds may be falling across London.
- 6.4. It is also interesting to consider the difference in bus speeds by borough. The graph below demonstrates that it is in the inner London boroughs where bus speeds are slowest although there will be many locations in outer London where bus performance can and does need improvement.



7 London TravelWatch priority

- 7.1. Scrutinising TfL's performance is an important role of London TravelWatch. Members have asked that these statistics are reported to them for this purpose.

8 Legal implications

- 8.1. Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight).

9 Financial implications

- 9.1. There is no financial implication for London TravelWatch because of this report. London TravelWatch would only undertake the work described in paragraph 3.2 if external funding were to be found.