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## **London Road Safety Plan Consultation**

Transport for London (TfL) have issued a consultation document on the Review of London's Road Safety Plan. It includes seventeen new proposals for consideration. These are covered below.

### ***Lots More Speed Cameras***

The proposals include increasing the number of speed cameras in London to cover all sites where there are four or more KSIs in three years. The London Safety Camera Partnership already operate 650 safety cameras and this could mean another massive increase.

### ***Speed Cameras in 20 Mph Zones***

It is proposed to trial speed cameras in 20 mph zones, including "hypothecation" of the fines. This is partly in reaction to the unpopularity of speed humps, but it ignores the practical difficulties that motorists have of adhering to such low limits.

### ***Humps Falling Out of Favour***

One interesting aspect of the report is that of the 300 "stakeholders" consulted during its preparation, 37% wanted fewer speed humps, whereas only 17% wanted more. A clear indication that the tide of opinion is turning against humps!

### ***Driver Speed Awareness Training in Lieu of Prosecution***

However, to offset the increased number of fines from the above proposals, they would like to see training as an alternative to prosecution.

### ***More Research into and Targeting of Unlicensed Drivers and Vehicles***

It seems one in twenty drivers are uninsured and the Metropolitan police are aware of 7000 vehicles that are used for persistent traffic offences whose owners cannot be traced. In addition, there are apparently 4000 persistent offenders of the London Congestion Charging system who cannot be traced. As regulations get tighter, and penalties heavier, more and more drivers find it is easier to become traffic "outlaws".

### ***Double Daylight Saving***

There might be as many as 50 fewer road deaths in London each year if we moved our clocks forward one hour (to be the same as other European countries).

### ***Summary***

They also proposed to commission research into "anti-social driving", although it's not totally clear what that is or how it might be defined. In summary there seems to be the usual excessive emphasis on speed as a factor in road accidents, and on speed cameras as a solution when the evidence is very unclear. Their other proposals do generally make some sense however. A copy of the consultation report can be obtained from Bernie Hewing on 020-7941-4431 if you wish to submit your own comments.

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