
SCRUTINY REVIEW - IMPROVING ROAD SAFETY IN HARINGEY

TUESDAY, 6TH MARCH, 2007 at 19:30 HRS – CR4 CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Alexander, Bevan (Chair), Beynon and Peacock

AGENDA

1. APOLOGIES FOR ABSENCE (IF ANY)

2. URGENT BUSINESS:

The Chair will consider the admission of any late items of urgent business. Where the item is already included on the agenda, it will appear under that item but new items of urgent business will be dealt with at item 6.

3. DECLARATIONS OF INTEREST, IF ANY, IN RESPECT OF ITEMS ON THIS AGENDA

A member with a personal interest in a matter who attends a meeting of the Authority at which the matter is considered must disclose to that meeting the existence and nature of that interest at the commencement of that consideration, or when the interest becomes apparent.

A member with a personal interest in a matter also has a prejudicial interest in that matter if the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the member's judgement of the public interest.

4. TERMS OF REFERENCE (PAGES 1 - 4)

To consider the draft Terms of Reference for the Scrutiny Review of Improving Road Safety in Haringey (attached).

5. LIVING STREETS UK - PRESENTATION

Living Streets have undertaken a series of community audits in other London Boroughs which highlighted specific road safety issues. The Consultancy Service Manager of Living Streets UK will give a presentation to the Panel on how Community Street Audits could be used to help improve the streets and public space in Haringey.

6. URGENT BUSINESS:

To deal with any items of urgent business admitted at 2 above.

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**IMPROVING ROAD SAFETY IN HARINGEY SCRUTINY REVIEW PANEL
6 March 2007**

Report Title: **TERMS OF REFERENCE – IMPROVING ROAD SAFETY IN HARINGEY**

Report of: **Councillor John Bevan - Chair of the Review Panel**

Wards(s) affected: **ALL**

Report for: Non-Key decision

Purpose: To consider the scope and terms of reference of the Scrutiny Review on Improving Road Safety in Haringey.

1. Recommendations

1.1 That the Panel agrees the scope and terms of reference of the review.

Report Authorised by: Councillor Bull – Chair, Overview & Scrutiny Committee

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2. Executive Summary

2.1 This Scrutiny Review was commissioned by the Overview & Scrutiny Committee as part of its work programme for 2006/07.

3. Reasons for any change in policy or for new policy development (if applicable).

3.1

4. Local Government (Access to Information) Act 1985

Scrutiny Work Programme 2006/7

Minutes of Overview and Scrutiny Committee

These can be obtained from Sharon Miller – Principal Scrutiny Support Officer on 2028 489-2928, 7th Floor River Park House, London N22 8HQ

6. Improving Road Safety in Haringey - Background

- 6.1 One of the Council's priorities is to improve the safety of the road network which is reflected in its commitment to supporting road danger reduction. Haringey is a member of the Road Danger Reduction Forum (RDRF). This seeks to reduce danger at source, through controlling the main source of threat – motor traffic.
- 6.2 There has been a significant drop in the level of road casualties from the peak in 2000 of 209 people killed or seriously injured to 131 people KSI in 2004.
- 6.3 The Road Safety Strategy has been submitted to TFL as part of the Borough Spending Plan (BSP) submission.
- 6.7 Over the last four years Haringey's performance has been better than other outer London boroughs. Whilst progress has been made on reducing the numbers of seriously injured, it has proved particularly difficult for the various road safety partners to lessen the annual number of fatalities in Haringey.
- 6.8 The Council's Road Safety Plan relates to reducing actual road collision casualties, the Council is committed to supporting road danger reduction and is a member of the Road Danger Reduction Forum. This seeks to reduce danger at source, through controlling the main source of threat – motor traffic. A more benign road environment can be created which will encourage the use of more sustainable modes such as walking and cycling.

School Travel Plan

- 6.4 Road safety education included a recruitment drive for 9 school crossing patrols and education resources sent to schools regularly.
- 6.5 The work on school travel plan means that 30 schools now have plans and the majority of these are in the most deprived areas in the Borough. The Council has invested £1.3m in traffic schemes to reduce speed especially near schools.

Road Safety Partnership

- 6.6 A Road Safety Partnership was established in 2004 to meet quarterly. Members include the police, fire service, Transport for London, and the LEA. However the partnership has not met recently and meetings have tapered off

Co-relation between deprivation and accident rates

- 6.9 The Government's Indices of Deprivation 2000 found that Haringey was the 20th most deprived district in England. Data from the Government's Social Exclusion Unit shows that children from the lowest social class are five times more likely to die in road accidents than those from the highest social class. More than a quarter of child pedestrian casualties occur in the most deprived 10% of wards. Approximately 80% of Haringey's population live in wards that are amongst the most deprived 10% in the country. Studies also indicate that there is a disproportionately high rate of accidents amongst ethnic minority children over and above the effect of social class.

7. Objective of the Scrutiny Review

- To determine whether the Council is meeting the government's targets on road safety and to gain a better understanding of the work currently undertaken by the Council and its partners to reduce the number of killed and seriously injured (KSIs) road casualties in Haringey. To assess the Council's partners and stakeholders understanding of the governments targets and their implications for Haringey.
- To determine whether Haringey and Transport for London are providing and allocating resources to the best effect with particular regard to its pattern of activity to reduce road accident fatalities.
- To assess the Council's effectiveness in ensuring that potential external funding is maximised wherever possible particularly the use of Section 106 agreements.
- To learn of new and transferable initiatives, which are not currently used in the borough and which may help to reduce the number of fatalities and help to inform any future road safety activities.

7.1 The Scrutiny Review Panel will:

1. Undertake a time limited review.
2. Identify the current Road Safety initiatives aimed at reducing the numbers of people killed on the road network in Haringey.
3. Liaise with key stakeholders bodies responsible in the collection of data relevant to this review.
4. Research key initiatives and best practice from other authorities.
5. Identify where appropriate, new and transferable initiatives.
6. Bring all findings together in a final report to the Council Executive.

8. Key Stakeholders

Transport for London
The Metropolitan Police Service
Children Services (School Travel Plans)
The Royal Society for the Prevention of Accidents. – (RoSPA)
Emergency services
Road users group e.g. cycling campaigns
Neighbourhood Management

9. Timetable

- 9.2 The review will be aiming to complete its evidence gathering by April and reporting in May 2007.

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