

**Report for:** Cabinet Meeting 9<sup>th</sup> March 2021

**Title:** Road Safety Investment Plan (RSIP) 2021/22

**Report authorised by** Stephen McDonnell, Director of Environment and Neighbourhoods

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**Ward(s) affected:** All

**Report for Key/Non-Key Decision:** Key Decision

## **1 Describe the issue under consideration**

- 1.1 The Road Safety Investment Plan (RSIP) sets out road safety priorities for the forthcoming year. It identifies the plan to create a new Road Safety Strategy and Action Plan, one that embodies progressive thinking as well as identifying projects that will significantly contribute to reducing road danger within our community. In this way and by linking into programmes already under way – Low Traffic Neighbourhoods, School Streets and other initiatives identified within the Council’s draft Walking and Cycling Action Plan – existing and new road safety training and education initiatives can more effectively provoke positive behavioural change in all road users in a more socially inclusive and accessible local highway environment.
- 1.2 The RSIP recognises that a new Road Safety Strategy and Action Plan (RSSAP) is required to help identify where and how we will invest resources in this and future years to achieve that ambition. The RSSAP will articulate how, subject to funding, the Mayor of London’s aspiration of reaching ‘Vision Zero’, can be delivered locally by having no killed or seriously injured (KSI) casualties on Haringey’s roads by 2041.
- 1.3 Reducing real (as well as perceived) risks on our roads is crucial to reducing road casualties as well as achieving many of the objectives of the Council. Creating an environment whereby walking and cycling becomes the natural choice for short trips in the borough will rely on achieving a notable reduction in traffic dominance and car use – reliant on reallocating road space to these more sustainable travel modes. The potential net effect will be improved air quality and health of residents and visitors to the borough, reduced congestion and carbon emissions and an improved local economy.

## **2 Cabinet Member Introduction**

- 2.1 In 2019, 3 people were killed and 107 were seriously injured on roads in Haringey. Every death on our roads is tragic and unacceptable. Despite significant progress to reduce harm on London's roads over the last decade, more can and must be done.
- 2.2 Creating streets and public spaces that are welcoming and inclusive to all is more important than ever, especially as we look towards our recovery from the global pandemic. Underpinning this is the need for local streets to not only feel safe but to actually be safer.
- 2.3 We must take steps now to prepare for the pressures and changes that we will see as more of the population is vaccinated from Covid-19, and demand for travel increases once again. We need to ensure that one health emergency is not replaced by another. Therefore, we must continue to create safe, liveable streets that enable active travel as part of a green recovery.
- 2.4 I am delighted to introduce this year's Road Safety Investment Plan (RSIP) which includes four key strands of work:
- A Road Safety Strategy and Action Plan (RSSAP) - a commitment to transform how we tackle road danger;
  - Road safety projects – ones that demonstrably reduce real and perceived road danger;
  - Pedestrian crossing projects – installing new or upgrading existing pedestrian crossings to provide enhanced connectivity to amenities within and for our local communities; and
  - Ongoing behavioural change programmes and educational work.
- 2.5 These four strands will be aligned to the draft Walking and Cycling Action Plan but also supplement the substantial investment set out within our other investment plans.
- 2.6 The RSIP and emerging RSSAP represent a step-change in the Council's approach to road safety in the borough – both in terms of the scale of planned investment, as well as the level of ambition to ensure that road danger reduction is at the heart of what we do. The RSSAP will be commissioned shortly and will include a road safety review of the borough. This will arrive at a list of locations that will be used as an evidence base for interventions over a three-year period, prioritising Haringey and TfL investment opportunities.

### **3 Recommendations**

- 3.1 It is recommended that Cabinet:
- a) Approves the Road Safety Investment Plan for the 2021/22 financial year, as set out in paragraphs 6.13 to 6.34, subject to the consultations not raising any significant or substantial issues; and
  - b) Gives delegated authority to the Head of Highways and Parking, consequential on the Road Safety Investment Plan:

- To make decisions relating to scheme design and implementation;
- To carry out consultation;
- To consider representations received in response to consultation and to report significant or substantial concerns back to the relevant Cabinet Member; and
- To make traffic management orders, where there are no valid objections.

## **4 Reasons for Decision**

- 4.1 The authority has a statutory duty under section 39 of the 1988 Road Traffic Act to “take steps both to reduce and prevent accidents”. It must also prepare and carry out a programme of measures designed to promote road safety.
- 4.2 This report recommends the programme for 2021/22, as well as identifying a new strategy document to assist in prioritisation in 2021/22 and in future years.

## **5 Alternative options considered**

- 5.1 None. The authority has a statutory duty as set out in 4.1.
- 5.2 The preparation of a Road Safety Strategy and Action Plan with a supporting evidence base (borough road safety assessment) will enable the authority to target its investment where it is most needed. This strategy will set the direction for future investment plans.

## **6 Background Information**

### **Strategic objectives**

- 6.1 In 2018, Haringey adopted its Transport Strategy<sup>1</sup> which set out its strategic vision: ‘A transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all.’
- 6.2 Outcome 4 of the Transport Strategy relates to road safety and seeks ‘a well-maintained road network that is less congested and safer’. To achieve this outcome, the Transport Strategy lists the following priorities and the need for a road safety delivery plan:
- To maintain and enhance the local road network, making it best in class in London.
  - To reduce road user casualties, especially among children, pedestrians, cyclists, motorcyclists/scooter users and other vulnerable road users.
  - To minimise the use of Haringey’s back streets as ‘rat runs’.
  - To reduce the speed and enforce speed limits of road traffic in residential areas and shopping streets.

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<sup>1</sup> <https://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy>

- 6.3 Following adoption of Haringey's Transport Strategy, the Mayor of London published his Transport Strategy<sup>2</sup> which includes Vision Zero - his goal to eliminate all deaths and serious injuries from London's transport network by 2041. Vision Zero sets out that, to achieve this, the majority require partnership working with the London boroughs.
- 6.4 It is now considered appropriate that the Council prepares a new Road Safety Strategy and Action Plan to build upon the priorities set out in its Transport Strategy and to confirm its commitment to Vision Zero.
- 6.5 Investment in road safety – particularly projects that encourage walking and active travel – plays a critical role in supporting other Council strategies, in particular the draft Climate Change Action Plan and draft Walking and Cycling Action Plan.

#### **Current status of road safety in Haringey**

- 6.6 London collision data is collected by the Metropolitan and City of London Police Officers or is reported to the police by members of the public. This information is provided to Transport for London which 'processes' the collision data to provide it in the required standard to the Department for Transport as a national statistic, known as STATS19.
- 6.7 The most recent confirmed data for Haringey identifies that, in 2019, the number of people killed was 3; this consisted of two motorcyclists and one pedestrian. A further 107 were seriously injured and 910 slightly injured.

<b>Vehicle type</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Car		18	375	<b>393</b>
Powered 2-wheelers	2	28	188	<b>218</b>
Pedestrian	1	37	159	<b>197</b>
Pedal cycle		22	104	<b>126</b>
Bus / coach		1	42	<b>43</b>
Private hire			17	<b>17</b>
Taxi			15	<b>15</b>
Goods vehicles		1	8	<b>9</b>
Other vehicles			2	<b>2</b>
<b>Total</b>	<b>3</b>	<b>107</b>	<b>910</b>	<b>1020</b>

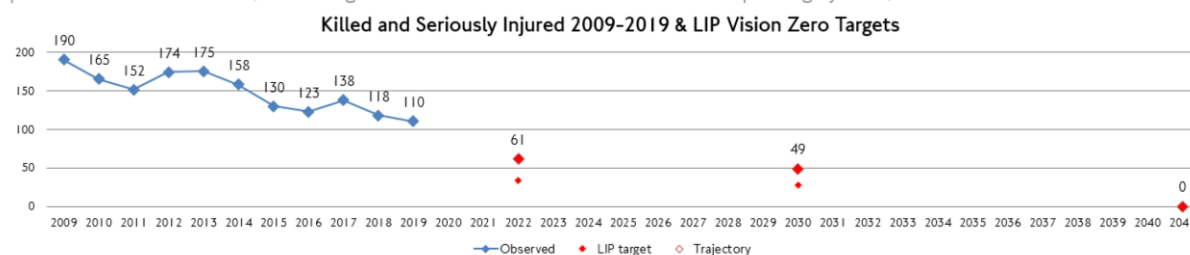
- 6.8 In 2018 and 2017, there were two and three fatal collisions respectively, all of whom were pedestrians. The following graph illustrates the general downward trend in those killed or seriously injured in Haringey during the period 2009 to 2019 as well the trajectory of those figures towards a Vision Zero target.

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<sup>2</sup> <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018>

## People killed or seriously injured in your borough 2009-2019

(NB This data has been subject to a back-casting exercise to enable pre-November 2016 casualty data to be compared with post November 2016 data, following the introduction of the new collision reporting system)



- 6.9 Fatalities and serious injuries arising from road traffic collisions forever change the lives of the family, friends and associates of those who have suffered most. It is imperative that the local highway environment is made as safe as it practically can be. To achieve this outcome requires continued investment in existing initiatives whilst bolstering those with additional interventions that positively enhance the local highway network.

### Existing Projects – Local Safety Schemes

- 6.10 There are currently nine Local Safety Schemes which have been identified through the Local Implementation Plan (LIP). These include:

- The junction of Sperling Road / The Avenue, Bruce Grove - a new zebra crossing and school street.
- The junction of West Green Road / Spur Road, N15 - a new raised zebra crossing and pavement build-outs around Harris School
- West Green Road / Langham Road / Belmont Rd, N15 – introduction of speed bumps
- Bedford Rd / Alexandra Park Road, N15 – new zebra crossing
- Borough-wide - 20mph complementary measures
- Hampstead Lane N6 – improvements to two zebra crossings
- Perth Road, N22 - introduction of speed bumps
- Highgate Avenue, N6 - introduction of speed bumps
- Shelbourne Rd – introduction of zebra crossing

- 6.11 Improvements to road safety are also being achieved through the delivery of other components of the Council's Highway Works Plan 2020/21.

### Ongoing behavioural change programmes and educational work

- 6.12 Appendix 1 sets out the details of the Council's existing and ongoing programmes and processes that are already directly contributing to improved road safety, summarised as:

- Behavioural Change and Educational Work: working with local communities to consider their travel behaviour, with a focus on promoting safe, sustainable and active travel;
- Safe Speeds initiatives: in partnership with the Metropolitan Police, raising public awareness and reinforcing the importance of adhering to 20mph speed limits; and

- Safe Streets processes: carrying out road safety audits for significant highway projects to inform the design process; reviewing all fatal collisions with the Metropolitan Police to assess if engineering solutions are needed; and lobbying TfL to make safety improvements to the Transport for London Road Network (TLRN).

**Programme recommended for 2021/22**

- 6.13 The Council is responsible for maintaining nearly 350km of public highway and has an ambitious programme of investment in those streets for 2021/22.
- 6.14 Much of that new investment is set out in the Highways Investment Plan, the Street Lighting Investment Plan, the Parking Investment Plan and the Flood Water Management Investment Plan. These are brought to Cabinet for decision at the same time as this report. During 2021/22, the Council plans to adopt a new Walking and Cycling Action Plan (WCAP).
- 6.15 Without exception, these other investment plans and the WCAP will have road safety at their core. Whether the project relates to footway renewal, street lighting upgrades, walking or cycling projects or new parking zones, these programme areas will all contribute towards safer streets. The many positive impacts on road safety of those investment plans are addressed below.
- 6.16 At its meeting on 9<sup>th</sup> February 2021, the Cabinet approved significant investment for 2021/22 and the commitment of additional funding in subsequent years to the Highways Investment Plan, the Parking Investment Plan, the Street Lighting Investment Plan and the Flood Water Management Action Plan, as well as the Road Safety Investment Plan. The Road Safety Strategy and Action Plan will incorporate the benefits of these investment plans in achieving positive road safety outcomes but key components of those are clarified in the following paragraphs.
- 6.17 By undertaking an enhanced programme of carriageway resurfacing through the Highways Investment Plan, existing road surfaces will be made safer, particularly for cyclists, motorcyclists and electrically powered two-wheelers (e-bikes). Such work improves surface texture (improving skid resistance for motorcyclists) and ride quality (eliminating potholes, rutting, surface cracks and other deformities that affect cycle usage). Once the current Department for Transport-managed trials are concluded, e-scooters will become more commonplace – for which smoother road surfaces will be critical, given the wheel size of e-scooters. Both e-bikes and e-scooters potentially offer an additional travel option for those with mobility challenges for which ordinary bikes are not suitable.
- 6.18 The Highways Investment Plan also targets improvements to footways. If walking is to become a the more natural choice for short trips in the borough as suggested in the draft Walking and Cycling Plan, the standard of the borough's footways must be enhanced. With 59% of those footways identified in the 2018 Highways Asset Management Plan in need of structural maintenance, investment is of paramount importance for connectivity between people's homes and places of work to and from local amenities (such as shops, parks,

leisure centres, bus and train services). That connectivity ties in with the provision of additional pedestrian crossing facilities set out in the Road safety Investment Plan. The quality of footways also has a direct bearing on the attractiveness of walking to and from school, as well as their use by mobility scooter riders.

- 6.19 During late autumn and winter, reliable and effective street lighting becomes more critical for pavement users, particularly for being visible to other road users when crossing from one side of the road to the other. The introduction of a central management system for street lighting will enable the detection of street lighting faults in advance of the light failing completely. Street lighting outages also impact upon motor vehicle users and their ability to see other vehicles and pedestrians – particularly cyclists and motorcyclists who are more vulnerable if lighting is poor or not working. The clearer lighting provided by LEDs (compared to other forms of lighting) ensures a safer night-time environment in terms of visibility, the fear of crime and the effectiveness of CCTV. The completion of the conversion of all Haringey's street lighting to LED and bringing the central management system into operation in 2021/22 as part of the Street Lighting Investment Plan is therefore key to enhancing local road safety.
- 6.20 One component of the Parking Investment Plan is to consider the appropriateness of currently assigned sections of footway for motor vehicle parking. Accessibility along footways, particularly for wheelchair users, mobility scooters and mothers with prams, is impacted by the available footway width. If this is too narrow (or even perceived as being too narrow), this will discourage footway use. Inconsiderate pavement parking (even where permitted) can force pavement users into the road, placing them at unnecessary risk. The repurposing of footway space to encourage walking and other forms of pavement use therefore has a beneficial impact on road safety.
- 6.21 Whilst winter gritting helps to combat icy roads, effective management of surface water is vital in ensuring a safe local road network. The Flood Water Management Investment Plan will aid this by ensuring that the flooding of roads is combatted by ensuring an effective drainage system, in tandem with enhanced use of sustainable drainage systems (SuDS). Preventing roads from flooding better protects road surfaces from water penetration – the freeze-thaw cycle in a road surface in tandem with trafficking causes potholes to be formed. Minimising the potential for this to occur is therefore of clear benefit to cyclists, motorcyclists, e-bike users and, in the future, e-scooters.
- 6.22 Looked at holistically, these forms of investment are clearly key to creating a local highway network that is safe for all road users, but even more so for those that are regarded as vulnerable road users. For this reason, the Road Safety Strategy and Action Plan will consider and, ultimately, influence these investment plans in the future.
- 6.23 However, there are initiatives already identified for the 2021/22 financial year that will build upon the measures being delivered through the Highway Works Plan 2020/21. Post-completion road safety audits will be conducted, where



appropriate, for the schemes identified in paragraph 6.10. As an outcome of the audits, additional road safety measures may be required.

### **Road Safety Strategy and Action Plan**

- 6.24 During the first quarter of 2021/22, a new Road Safety Strategy and Action Plan (RSSAP) will be prepared and published. The document has been identified as a key delivery plan within the Transport Strategy.
- 6.25 The RSSAP will set out objectives of how road danger is intended to be reduced within the borough and will justify where interventions are required. The RSSAP will also include an evidence base via a borough road safety assessment and establish a series of measures for monitoring the Council's progress in achieving its objectives.
- 6.26 The focus is likely to be on two main areas: supporting the Mayor's London-wide ambition to reach 'Vision Zero', by having no killed or seriously injured (KSI) casualties on Haringey's roads by 2041 – and the Council's own ambition to reduce all casualty types (KSIs and 'slight' injuries) with specific attention to vulnerable road users, including motor cyclists.
- 6.27 It is expected that the RSSAP will set out exactly how these objectives will be achieved through a mixture of reactive and proactive measures and, more broadly, working to improve safety on Haringey's streets. In turn, this will encourage more sustainable transport choices.
- 6.28 Once complete, the RSSAP will help identify the road safety schemes to be delivered in 2021/22 and in future years, taking the impact of Covid-19 into account which is likely to have changed travel patterns.
- 6.29 The RSSAP will be a live document and the data substantiating it will need reviewing at regular intervals to evaluate the impact of completed projects and to identify any new collision patterns.

### **Pedestrian crossing and other road safety projects**

- 6.30 An initial list of pedestrian crossing projects has been identified, subject to feasibility studies, and these are as follows:
- Colney Hatch Lane (Alexandra Ward)
  - Wakefield Road (Tottenham Green Ward)
  - Alexandra Park Road (Alexandra Ward)
  - Crossing associated with Highgate Wood School

A new pedestrian crossing is also planned for Hornsey Park Road, funded from a development-based Section 278 Agreement.

- 6.31 £100k of Streetspace Plan funding and a potential further funding of £50k from Transport for London will be assigned to delivering these and further pedestrian crossing locations that emerge from the development of the Road Safety Strategy and Action Plan.



- 6.32 A further £100k of Streetspace Plan funding (as well as potential further funding of £50k from TfL) will be assigned for other road safety projects that are identified through the RSSAP.
- 6.33 Both the further programme of road safety and pedestrian crossing projects will be agreed in conjunction with the Cabinet Member for Transformation and Public Realm Investment. These will contribute to improved road safety as well bringing wider benefits, such as an improved walking environment.
- 6.34 Options relating to motorcycle safety will also be investigated, including considering whether motorcycle users should be allowed to use bus lanes as a means of enhancing their safety.

### **Project funding**

- 6.35 As set out in paragraphs 6.31 and 6.32, the RSSAP – and the projects that are subsequently agreed – will be funded from the Streetspace projects (SCIL funding agreed by Cabinet December 2020) and, potentially, from Transport for London (TfL).
- 6.36 The Council will invest £200,000 (annually for three years) from its Streetspace project SCIL<sup>3</sup> for road safety and pedestrian crossing projects. In addition, it may receive a further £250,000 from TfL per year. It is important to note that the TfL funding has not yet been confirmed. However, the Council was unsuccessful in securing funding for two bids for road safety-related schemes from SCIL. These were improvements to pedestrian crossing facilities at The Roundway/Downhills Way/Lordship Lane junction (£200k) and speed management schemes at various locations (£50k). If the £250,000 funding from TfL is forthcoming, this could potentially fund the progression of these two initiatives.
- 6.37 It is also important to note that, if the Road Safety Strategy and Action Plan does set out an objective to achieve Vision Zero, then significant additional funding will be required to deliver this, as well as needing certainty over TfL funding. This will, by necessity, be addressed in a further report to Cabinet.

## **7 Design, Consultation and Engagement**

- 7.1 The Council is committed to ensuring that local communities are informed of the road safety projects in their neighbourhoods.
- 7.2 The highways projects identified within this report and the subsequent RSSAP will be developed in accordance with national, regional, local standards and best practice.
- 7.3 The level of consultation / notification for projects included within this RSIP is set out in Appendix 2.

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<sup>3</sup> agreed by Cabinet December 2020

- 7.4 The Council will continue to improve the quality of information available to residents and other interested parties on road safety and other highways and transport projects planned for their areas. This will involve information being made readily available on the Council's website, as well as through works signing and advance warning to minimise disruption and inconvenience associated with works.

## **8 Contribution to strategic outcomes**

- 8.1 The RSIP supports two Themes within the Borough Plan 2019-2023.
- 8.2 People Theme: A Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. The RSIP will contribute to specific outcomes within this Theme, by improving road safety and thus encouraging active travel and modal shift.
- 8.3 Place Theme: A place with strong, resilient and connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. The RSIP will contribute to specific outcomes within this Theme, by improving the public realm and road network, reducing collisions, while improving accessibility for all road users.
- 8.4 London-wide contribution to a healthier London – the proposals in this report will support delivery of The Mayor of London's Transport Strategy and Local Implementation Plan 3.
- 8.5 The Council's Local Plan - Haringey's Local Plan sets out the Council's key planning policies, which include a focus on sustainable transport to be delivered.
- 8.6 Transport Strategy - the Council's Transport Strategy sets out the strategic vision, objectives, and priorities on the future of transport in Haringey over the next 10 years. The Strategy outlines how the priorities in the Haringey Borough Plan will be achieved and the role that road safety projects and programmes play in achieving this.
- 8.7 Haringey's draft Climate Change Action Plan – which sets out how the borough will become net zero carbon by 2041. Improved road safety will encourage active travel and therefore a reduced reliance upon motor vehicles. In turn, this will reduce energy consumption and carbon emissions.

## **9 Statutory Officers' comments**

### **9.1 Comments of the Chief Financial Officer**

- 9.1.1 This report sets out the proposed expenditure for the Road Safety Investment Plan for the forthcoming year. The approved capital programme agreed by Council at its budget setting meeting of the 1st March 2021 allocated £5.1m to the Streetspace Plan. This report proposes utilising £0.2m of that funding. The report also identifies potential TfL funding of £0.3m towards capital schemes.

Once the funding is confirmed, the funding and the scheme(s) will be added to the approved capital programme but until then no expenditure can be incurred.

## **9.2 Comments of the Head of Legal and Governance (Monitoring Officer)**

- 9.2.1 The Head of Legal & Governance has been consulted on the preparation of this report and comments as follows:
- 9.2.2 The Council, as the traffic authority for the borough, has a statutory duty under section 39 of the 1988 Road Traffic Act to “prepare and carry out a programme of measures designed to promote road safety”
- 9.2.3 This report seeks approval of the Road Safety Investment Plan for 2021/22 financial year and a new Road Safety Strategy and Action Plan to ensure it complies with its statutory duties under the Road Traffic Act 1988.
- 9.2.4 The Head of Legal Services and Governance confirms that what is being proposed and recommended within this report is in accordance with the law as referred to within this report, and there is no legal reason why the decisions in this report cannot be taken.

## **9.3 Equalities Comments**

- 9.3.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
  - Advance equality of opportunity between people who share those protected characteristics and people who do not
  - Foster good relations between people who share those characteristics and people who do not.
- 9.3.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.
- 9.3.4 The proposed plan is likely to have positive impacts on some of the protected characteristics whilst there may be some negative impacts on some protected characteristics and on non-protected characteristics. As individual schemes within the plan are developed and where appropriate public or statutory consultation undertaken, the full impacts of the scheme will at that point be better understood including the need to need to foster good relations between people who share those characteristics and people who do not. This is an important factor given the potentially significant differences between demographics for specific areas and the resulting impact on protected groups.
- 9.3.5 Feedback from consultations on individual schemes will be taken into account to ensure that we are considering perspectives of all individuals affected by

works, including protected groups, to ensure that the Council is upholding its obligations under the Public Sector Equality Duty. Any adjustments including requirement for an Equality Impact Assessment (EQIA) on an individual workstream or scheme within it will be considered at that point and on a case-by-case basis. Further analysis on the likely impacts is provided in Appendix 3.

## **10 Use of Appendices**

Appendix 1 – Existing programmes contributing to improved road safety

Appendix 2 – Consultation

Appendix 3 – Further equality analysis

## **11 Local Government (Access to Information) Act 1985**

- Borough Plan 2019-2023
- 2018 Transport Strategy
- Local Plan
- Highways Asset Management Plan
- Local Implementation Plan – 3-Year Delivery Plan 2019 – 2022
- Draft Walking & Cycling Action Plan 2021

## **12 Web links to schemes**

- [www.haringey.gov.uk/smartertravel](http://www.haringey.gov.uk/smartertravel)
- [www.haringey.gov.uk/majorschemes](http://www.haringey.gov.uk/majorschemes)
- <http://haringey.roadworks.org>

## **Appendix 1 – Existing programmes contributing to improved road safety**

### **A. Behavioural Change and Educational Work**

Currently, most of the work is paused due to COVID-19. The Council's Smarter Travel Team focuses on improving safe travel behaviours and reducing road danger. It works with schools, communities, and many residents to consider their travel behaviour, with a focus on promoting safe, sustainable and active travel. Programmes have been developed by the Smarter Travel Team to meet targets for Vision Zero, focusing on education and raising awareness on behaviours across the borough.

Ongoing programmes still in operation:

- Education programme for year 6 students around their transition to secondary school, facilitating safe, independent travel. End of school year publication.
- Online motorcycle safety awareness campaign.
- Member of 2 Wheels for London (website in footer<sup>4</sup>), which runs road safety events on powered 2-wheelers.
- School Maps – designed to show 5 and 10-minute walking zones around schools, highlighting safe routes. Resource for all schools.
- Using local and social media platforms to promote the Road Safety Awareness campaign. Delivered in monthly schools' bulletin and social media.
- Working with schools to promote behaviour change away from cars with various schemes including incentives and launching the School Streets initiative. Working with the schools with School Street plans.

Programmes currently paused but which will re-commence, post-Covid-19:

- Theatre in Education – a school-based theatre group for secondary, primary and infant schools, showing a play relating to safe and active travel. Annual programme with engaged schools.
- Walk to school week and Hari Bear – promoting safe routes and encouraging walking to schools. Annual programme with engaged schools.
- Pedestrian training for primary school pupils /Junior Travel Ambassador programme. Annual programme with engaged schools.
- Support the Metropolitan Police's "Community Road Watch" to improve road safety, through education and engagement working with residents. Managed by the Metropolitan Police's Safer Transport Teams, it involves Council officers and volunteers in the borough to assist the Metropolitan Police in monitoring and enforcing speed limits in the borough. A similar programme - "Junior Road Watch" - targets school pupil to raise awareness on speeding. Annual programme with schools.
- Junior Citizens programme organised by the Metropolitan Police. Annual programme with engaged schools.
- Safe Drive Stay Alive – for the last 7 years, the Council has run an award-winning educational half day for 16- and 17-year-olds to make them

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<sup>4</sup> <https://www.2wheelslondon.com/>

## **Appendix 1 – Existing programmes contributing to improved road safety**

aware of safe driving as they start the journey to become drivers. Annual event.

- Saddle and Sole event Finsbury Park, a walking and cycling festival. Including cycling safety and cycling advice. Annual event.
- Cycle training in schools and across the community including for Adults and Communities. A range of events and training over the year.
- Participating in the TfL STARS programme for schools, a school-led behaviour change programme encouraging safe and active travel to schools. Annual programme with engaged schools.

### **B. Safe speeds:**

TfL's Vision Zero Action Plan states that 20mph is a safe speed limit on roads when a vulnerable road user is involved in vehicle conflict. Haringey Council has already taken action to reduce speed limits to 20mph on all borough roads but, in some locations, speeding remains a problem and other programmes of work are under way to address this.

The Council's Smarter Travel Team will continue to work alongside Council engineers to raise awareness campaigns to publicise and educate the public on the importance to adhering to 20mph speed limits. The Team continues to work with the Metropolitan Police and the residents on a range of programmes such as Community Road Watch and Junior Road Watch; this involves working with local residents, schools, and pupils to raise awareness of speeding outside schools.

### **C. Safe streets:**

When delivering significant highways schemes, the Council will undertake a road safety audit (RSA). These are used to inform the design process and investigate measures in and around the schemes that are proposed. These are reported back to partners such as the Metropolitan Police for information on the schemes.

Alongside Haringey's own schemes, TfL produces location maps which identify the locations of the collisions. In the case of fatal collisions, the Council – with the police - reviews these collisions and the highways around these to assess if engineering solutions are needed and can be delivered to improve safety.

The TfL Vision Zero Action Plan has also identified junctions on the Transport for London Road Network (TLRN) where it is believed that safety improvements can be made. The Council will continue to lobby TfL to make these TLRN junctions safer for walking and cycling. The aim is to create a more pleasant walking environment and support casualty reduction.

## Appendix 2 – Consultation

The various strands of work will be the subject to further consultation / notification. The level of consultation / notification will depend on the impact of the scheme on the local community. The three consultation / notification types are:

- Notification of works (All works) – residents and businesses of affected roads will be notified by letter drop on approval of the Highways Investment Plan. In addition, they will be notified by letter drop and any other appropriate media 3 weeks in advance of work commencing.
- Statutory notification - the public will be notified of the Council's intention regarding proposals through advertisements placed in the local press and on site. Residents and businesses of the affected roads will also be notified by letter drop. The notification will provide full details of the scheme and a commencement date for construction. Resident, businesses and other interested parties will have the opportunity to approve/object to these proposals and these considerations will be taken into account before implementing the scheme.
- Full consultation – any high-profile schemes will be subject to full consultation which will include public events (where possible) and formal consultation questionnaires.

The Table below sets out the consultation process by scheme type

Scheme Type	Consultation Type		
	Notification	Statutory Notification	Full Consultation
Road Safety Strategy and Action Plan	✓		
Road safety projects		✓	
Pedestrian crossing projects		✓	



## **Appendix 3 – Further equality analysis**

### **Road Safety Strategy and Action Plan**

This project will analyse a range of data sources, including collision data, with the key aim of providing an evidence base for future road safety investment plans and projects.

It is not expected that people with protected characteristics or those without will be negatively or differentially affected as this project is simply about data capture and analysis.

At this stage, the process for adoption has not been fully scoped out.

### **Road safety projects**

Projects within this strand of work will be identified following completion of the RSSAP – identified as a delivery plan to support the Transport Strategy.

Projects will be carried out in areas where there is a history of collision and will aim to reduce road danger.

People from more deprived areas, some ethnic minorities, disabled people, children and older people experience the worst impacts of road danger, noise and air pollution.

Main roads pass through some of the most deprived communities, creating environments that are not inclusive to all, with roads that are intimidating and difficult to cross.

People walking in the most deprived areas of London are more than twice as likely to be injured as those in the least deprived areas.

People aged between 20 and 29 years old are more likely to be killed or seriously injured than other age groups and the number of children killed or seriously injured in cars increased in 2016.

BAME Londoners are more at risk, with children in this group being on average 1.5 times as likely to be killed or seriously injured on the roads than non-BAME children

Without action, inequality could get worse as the population grows

London's population is also living longer, which means there will be a greater proportion of older people who are less able to cope with the physical impact of collisions. These changes in London's population mean it is even more vital, and yet more challenging, to tackle road danger

The design of the projects will take account of national regulations as well as current best practice.

### **Pedestrian Crossing Projects**

The location of the crossings listed in section 6.30 have been identified where there is known local demand for new pedestrian crossing and no existing facility.

### **Appendix 3 – Further equality analysis**

Depending on the level of funding made available in-year further crossings may be identified. Locations will take account of the outcome of the RSSAP, for the reasons given above.