

Report for: Cabinet – 8 March 2022

Title: Road Danger Reduction Action Plan and Investment Plan for 2022-23

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 This report sets out how Haringey Council is responding at a local level to the Mayor of London's 'Vision Zero for London'.
- 1.2 The aim of Vision Zero¹ is to eliminate all deaths and serious injuries on London's transport system by 2041. This report focuses on an overarching approach to reducing road danger on Haringey's streets (as set out in the proposed Action Plan in Appendix 1) and the specific recommendations for investment in 2022/23 (as set out in the Investment Plan in Appendix 2).

2 Cabinet Member Introduction

- 2.1 The Mayor of London has set ambitious targets to eliminate all road deaths and serious injuries by 2041. This report sets out how we are working towards this target.
- 2.2 We have used the 'Safe Systems approach' endorsed by the Royal Society of Prevention of Accidents (RoSPA) where road safety is looked at holistically exploring road design, safe speeds, vehicle safety, safe road use and post-crash responses.
- 2.3 Identifying where we improve our road and pavement infrastructure will be evidence-led using data available to us and, in some instances, addressing areas where our residents have raised specific concerns. This financial year, we introduced 5 new zebra crossings and improved the crossing at the junction of Downhills Way/Lordship Lane and The Roundway. We have introduced speed restrictions on Belmont Road.

¹ <https://tfl.gov.uk/corporate/safety-and-security/road-safety/vision-zero-for-london>

- 2.4 We have just concluded consultation for a further 4 zebra crossings and are in the middle of engagement with residents, businesses and school students on what improvements they want to see on the Tottenham Lane roundabout which saw another bus crash, the 3rd in my lifetime.
- 2.5 Speeding is known to be a major contribution to road traffic collisions on our streets. We welcome the recent changes of reducing speed by TfL on the Trunk Road Network which fall within Haringey and are pleased to see that plans are under way to extend this rollout in Haringey. We will also be working to achieve 100% on all borough-maintained roads.
- 2.6 Unfortunately, we are aware not all drivers adhere to the speed restrictions in place, and we have started on a boroughwide speeding map to identify roads where we need to enhance and force compliance.
- 2.7 We are acutely aware that, in London, the enforcement of speeding still resides with the police and, whilst the Government extended these powers to councils outside of London, it has not done so for councils in London. We will continue to lobby for change through London Councils to have this power transferred to us.
- 2.8 We will be introducing Intelligent Speed Assistance (ISA) on all our Council vehicle fleets and making it a condition on future procurement. We will also continue to lobby TfL to introduce ISA on all taxis and private hire vehicles.
- 2.9 We have invested £300k in camera enforcement to tackle HGV drivers who still continue to flout the HGV restrictions in the borough. We will be working towards introducing more HGV restriction zones across the borough. We have also rolled out camera enforcement at restricted turns and junction boxes.
- 2.10 We believe we should be setting the standard and will be seeking FORS Gold Standard accreditation for all our Council fleet and introduce this as a standard needed for all our contractors.
- 2.11 We will be promoting methods for our residents to report cars without MOT and insurance to the enforcing authorities. We will also be conducting joint operations with the police to identify these vehicles on our roads.
- 2.12 We will be working with all road users to address their needs and threats to their safety.
- 2.13 We will enhance our relations with local police to be made aware of all serious and fatal road traffic collisions known and reported to circumvent the lengthy national reporting system. We will conduct regular post-crash assessments to learn and respond to changes.
- 2.14 Low traffic neighbourhoods, active travel programmes, increasing cycling infrastructure and school streets roll-out will complement our ambition to achieve Vision Zero.

3 Recommendations

Cabinet is asked:

- 3.1 To approve the Road Danger Reduction Action Plan, as set out in Appendix 1;
- 3.2 To approve the Investment Plan for 2022/23 set out in Appendix 2;
- 3.3 To delegate decisions relating to scheme design and implementation to the Head of Highways and Parking;
- 3.4 To authorise the Head of Highways and Parking to carry out any required consultation in accordance with Appendix 3 and to make any necessary traffic orders, having had due regard to any prior consultation, to give effect to those schemes; and
- 3.5 To authorise the Head of Highways and Parking to consider any objections and representations on road danger reduction schemes and to report back to the Cabinet Member for Customer Service, Welfare and the Public Realm if there are significant or substantial objections or concerns raised.

4 Reasons for Decision

- 4.1 The Council 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 investment for 2022/23 as well as a set of wider actions that will assist in prioritisation in future years.

5 Alternative options considered

- 5.1 The authority has a statutory duty as set out in paragraph 4.1.

6 Background Information

- 6.1 In the ‘Road Safety Investment Plan’ report to Cabinet on 9th March 2021, it was indicated that a new ‘Road Safety Strategy and Action Plan’ – a key delivery plan within the Transport Strategy - would be prepared.
- 6.2 The report clarified that the Road Safety Strategy and Action Plan would:
 - set out objectives of how road danger is intended to be reduced within the borough and will justify where interventions are required;
 - include an evidence base via a borough road safety assessment;
 - establish a series of measures for monitoring the Council’s progress in achieving its objectives;
 - most likely focus on two main areas:
 - (a) 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

- (b) support the Council's own ambition to reduce all casualty types (KSIs and 'slight' injuries) with specific attention to vulnerable road users, including motor cyclists.
- 6.3 The Mayor of London, through Transport for London (TfL), has set out his strategic approach to Vision Zero in London².
- 6.4 The Council has used the same strategic approach used by TfL and applied it in a local context and, using external expertise, has undertaken robust analysis of collision data to inform its Action Plan.
- 6.5 This report confirms Haringey's support for the Mayor of London's Vision Zero ambition and sets out, at a high level, the actions proposed to be taken (Appendix 1) towards achieving that target. This then provides direction for investment in appropriate interventions (the Investment Plan for 2022/23, as set out in Appendix 2).
- 6.6 Whilst recognising that achieving Vision Zero requires partnership working, the scope of the Action Plan mostly focuses upon those streets where the Council is responsible for road danger reduction. The Council will work with TfL, in its role as highway and traffic authority for the Transport for London Road Network (TLRN), to ensure that a consistent approach towards road danger reduction is applied.

7 The Vision Zero Strategy

- 7.1 The goal of Vision Zero is that, by 2041, all deaths and serious injuries will be eliminated from London's transport network.
- 7.2 The Vision Zero Strategy has been set by The Mayor of London, Transport for London and the Metropolitan Police. However, the responsibility for its success is shared by all, including those who have a role in designing, building, operating and managing the transport network as well as everyone that uses it.
- 7.3 In the past, casualty reduction and road safety schemes have typically been led by analysis of historic collision and casualty data. Through applying the Vision Zero Strategy at a local level, the Council will be going further with a more proactive and holistic approach to reducing road danger.
- 7.4 The Vision Zero Strategy uses a Safe System approach³. 'Safe System' is the generic term for approaches such as 'Vision Zero', 'Sustainable Safety' and 'Towards Safety'. It is considered best practice in road safety, according to the World Health Organisation (WHO) and the Organisation of Economic Cooperation and Development (OECD). The Safe System approach accepts that humans make mistakes but also recognises death and serious injury does not need to be an inevitable price to pay for mobility. It is based on the following principles:

² <https://tfl.gov.uk/corporate/safety-and-security/road-safety/vision-zero-for-london>

³ <https://www.rospa.com/media/documents/road-safety/factsheets/safe-system-factsheet.pdf>

- a) Road users are human, and they will make mistakes that can lead to collisions, so the Safe System needs to allow for human error.
- b) The force of impact that the human body can tolerate is limited.
- c) There is a shared responsibility between the people who design, build, maintain and use the road network, to prevent death and serious injury.
- d) All parts of the road system should be made safe, rather than waiting for injuries to occur and then reacting. All parts of the system must be strengthened to multiply the protective effects so that if one part of the road system fails, road users are still protected. These principles require a forgiving road system that caters for the safety needs of all users.

7.5 To this end, Haringey Council's Road Danger Reduction Action Plan should centre on the Vision Zero Strategy's four core themes, applied in a Haringey context:

- a) **Safe Speeds:** lowering traffic speeds reduces the likelihood collisions and severity of injuries and encourages people to walk or cycle and improves air quality.
- b) **Safe Streets:** designing an environment that is forgiving of mistakes by transforming streets and ensuring that safety is at the forefront of all designed schemes
- c) **Safe Vehicles:** ensuring vehicles using local roads are designed and operated as safely as possible
- d) **Safe Behaviour:** encouraging everyone using local streets to travel safely and be aware of other road users' needs.

7.6 These themes will be supported by **monitoring**, i.e. measuring the success of the actions at regular intervals to ensure the objectives are achieved. The Investment Plan identifies specific funding for monitoring which will be reported as a component of future investment plans. It is noted that trends in collisions typically need 2-3 years of data (i.e. following the completion of a project) before conclusions can be fully drawn.

8 Data

Collision and casualty data and its limitations

8.1 Collision data in London is collected by the Metropolitan Police Service (MPS) and the City of London Police (CoLP) or reported to the police by members of the public. This data is provided to Transport for London (TfL) who process the collision data to provide it in the required standard to the Department for Transport (DfT) as a national statistic, known as STATS19.

8.2 Appendix 4 provides a set of frequently asked questions about collision and casualty data, as provided by Transport for London. Collisions may result in

multiple persons sustaining injuries and, consequently, casualty data will be higher than collision figures.

- 8.3 It is important to note that there are some limitations in this data, notably:
- Damage-only collisions that do not result in personal injury are also excluded from these statistics
 - There is no obligation for people to report all personal injury collisions to the police (although there is an obligation under certain conditions, as outlined in Section 170 of the Road Traffic Act 1988).
 - Due to the time required for processing and checking, there is a lag in the data of approximately six months.
 - Post-2016 data is not directly comparable with previous years, due to a change in reporting methods
- 8.4 Beyond the data, the Council has an ongoing liaison arrangement with the MPS Road Safety Engineering Unit. Officers are informed of and will discuss all fatal and serious collisions. Where appropriate, joint site visits are undertaken which can lead to recommendations by the MPS to the Council where highway changes may need rectifying, such as improvements to the condition or layout of the road.

Collision and casualty trends

- 8.5 Despite tremendous steps having been made to reduce the number of fatalities and serious injuries on Haringey’s roads, the statistics in Figure 1 below indicate there is still much more to do.

	2017	2018	2019	2020*
Fatal	1	2	2	1
Serious	112	84	77	52
Slight	869	699	690	581
Total	982	785	769	634

Figure 1 – Casualties on Haringey’s public highway

- 8.6 *Finalised data is available for 2020 (in Figure 1 above) but this has not been included in the analysis of collision and casualty trends in this report due to the impact of Covid-19 restrictions on traffic movements. The 2020 finalised data is therefore not considered to be comparable with pre-Covid data.
- 8.7 ‘Casualties in Greater London during 2020’ notes that *“the period since March 2020 saw reduced travel, especially during lockdown periods, and a corresponding reduction in road casualties. This is likely to be a temporary reduction with a return to the previous pre-pandemic downwards trend in casualties as London recovers from the pandemic. In terms of travel behaviour, the pandemic did result in fewer public transport journeys and an increase in personal transport modes.”*
- 8.8 Overall, casualty rates in Haringey have seen a steady reduction between 2017 and 2019. As shown in Figure 2 there has been a:
- 30% reduction in those killed or seriously injured (KSI)

- 21% reduction in slight injuries

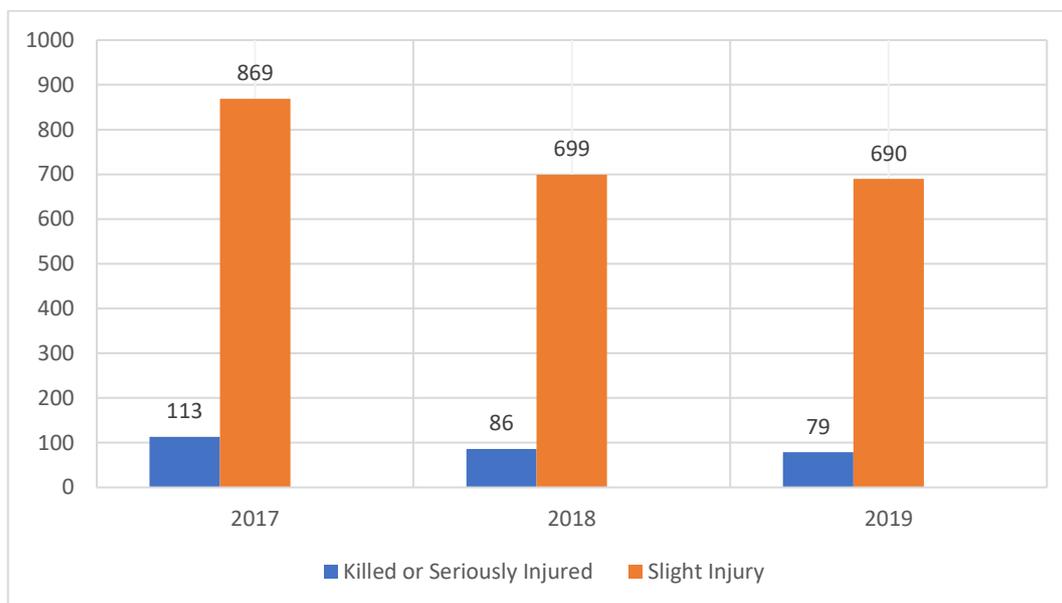


Figure 2 – Casualties on Haringey's public highway, grouped by killed or seriously injured (KSI) and slight injury

8.9 Appendix 5 provides more detail of casualty and collision trends in Haringey, Transport for London Road Network (TLRN)⁴ and London-wide. Those figures indicate that, compared to London, Haringey has seen a greater reduction in KSIs, slight collisions and casualties, suggesting better performance with its road danger reduction approach than London as a whole.

8.18 Appendix 6 contains geographic details for collisions of all road users:

- Haringey casualty map (2017-2019)
- Map and table of 30 most dangerous⁵ junctions (nodes)
- Map and table of 30 most dangerous⁶ corridors (links)

Vulnerable road users

8.19 Over three quarters of casualties on Haringey's roads between 2017 and 2019 were vulnerable road users:

- pedestrians
- cyclists
- powered-two-wheelers (P2W) (motorcycles and scooters)

8.20 Vulnerable road users are at considerably greater danger of being killed or sustaining serious injuries than people in cars. Vulnerable road users also form a significant proportion of fatal and serious injuries.

⁴ Commonly referred to as the 'Red Route' these are streets where Transport for London is responsible as the highway and traffic authority

⁵ and ⁷ as ranked by number of casualties

8.21 Figure 3 shows the proportion of vulnerable casualties sustaining KSIs between 2017 and 2019 on borough roads. Typically, around 75% of these vulnerable casualties occur at junctions. This clarifies that pedestrians are the most vulnerable of road users, followed by powered-two-wheelers.

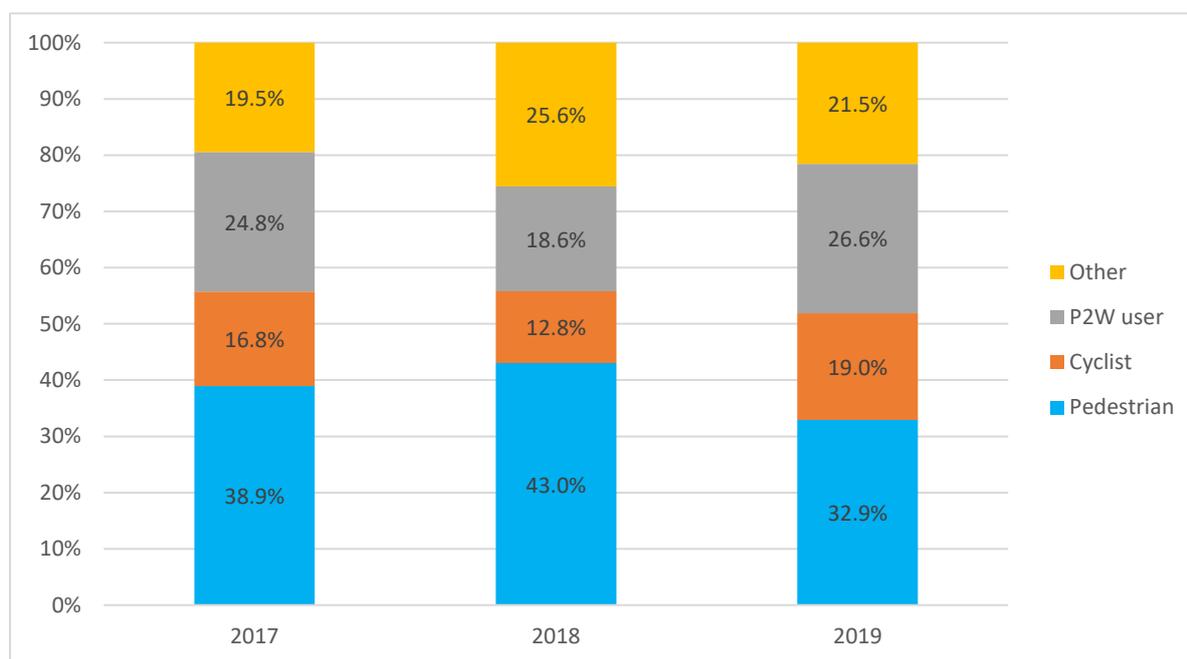


Figure 3 – Proportion of vulnerable casualties (Haringey public highway)

8.22 Focusing on providing better facilities and measures for these road users, in the form of improved routes and crossing facilities, reduced vehicle speeds, and better training is likely to lead to significant reductions in casualties for these groups and will be critical to achieving Vision Zero in Haringey.

8.23 The reduction of danger, making vulnerable road users' journeys safer, particularly for pedestrians and cyclists, will encourage more people to choose active travel options leading to:

- improved health,
- better air quality and
- meet the draft Walking and Cycling Action Plan vision to make “walking and cycling the natural choice” by 2031⁷

8.24 Appendix 7 contains geographic details of collisions involving vulnerable road users:

- 30 most dangerous junctions⁸ (maps and table) for:
 - pedestrians
 - cyclists
 - motorcyclists
- 30 most dangerous corridors⁹ (maps and table) for:

⁷ [Draft Walking and Cycling Action Plan](#)

⁸ and ¹⁰ as ranked by the number of casualties

- pedestrians
- cyclists
- motorcyclists

Speed-related collisions

8.25 The speed at which a vehicle travels is a major factor in the level of danger it poses to other road users and the occupants themselves.

8.26 Speed significantly increases the chance of severe injury or death in a collision, especially when the collision involves a vulnerable road user. The Royal Society for Prevention of Accidents reports that there is a 1.5% chance of being fatally injured in a 20mph collision versus an 8% chance at 30mph.

8.27 Figure 4 shows the number of casualties recorded based on the prevailing speed limit of the road.

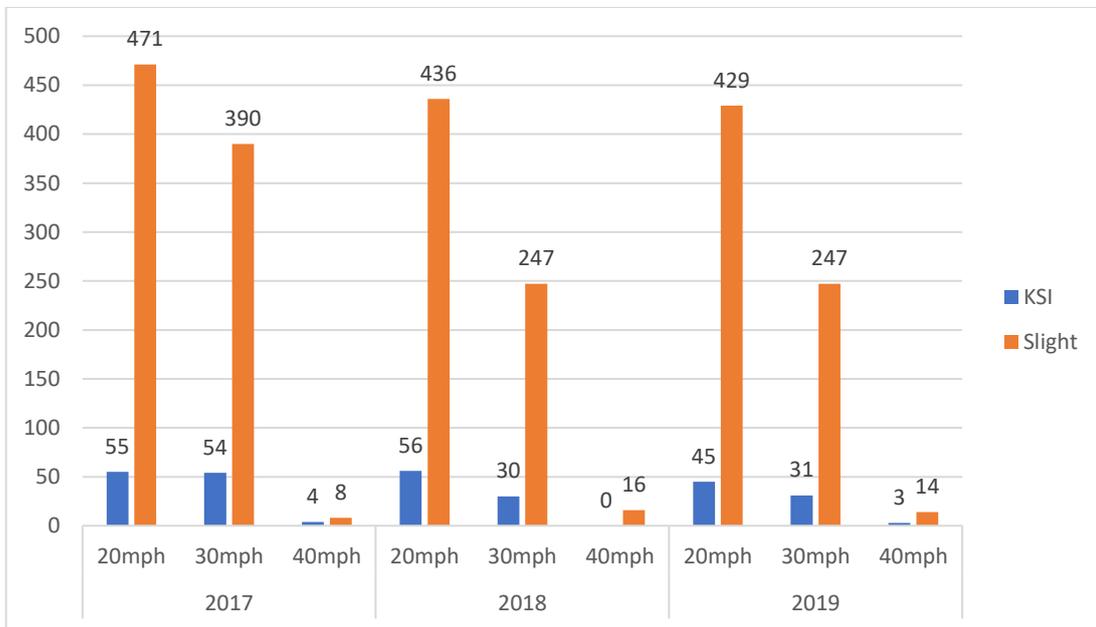


Figure 4 - Casualties based on speed limit

8.28 The majority of roads in Haringey are 20mph now, following the introduction of a borough-wide 20mph speed limit. However, there are still some parts of the borough road network which are either 30mph or 40mph. The streets currently excluded from the 20mph limit are mapped in Appendix 8¹⁰.

8.29 Figure 4 indicates that, although those roads with 30 and 40mph speed limits only cover a very small part of Haringey's road network, they account for a large proportion of the KSI and slight injury casualties. These figures may need amending following further analysis in relation to the correct speed assignment noted above.

¹⁰ Some roads in TfL's collision data are listed as a speed limit of 30mph although they are not on the list of roads in Appendix 8. This may be a fault at the recording stage by police or persons reporting the collision not recognising the 20mph limit. Further review is required to confirm.

8.30 TfL has recently reduced the speed limit on the A10 Great Cambridge Road (between White Hart Lane and the Great Cambridge Roundabout) from 40mph to 30mph. It is noted that TfL is proposing to reduce the speed limit to 20mph on sections of the TLRN within Haringey (i.e. part of the A10 High Road and Bruce Grove and the A503 Monument Way).

8.31 The Council's intention (as set out in the Investment Plan) is to reduce the speed limit to 20mph on all borough roads in Haringey not currently ascribed that speed limit.

Most dangerous junctions and corridors

8.32 The top 10 most dangerous road junctions and corridors are listed in the two tables below. Further details, including maps and the severity of the collisions are provided in Appendix 9 and 10 respectively.

Junction location	Pedestrian Casualties	Cyclist Casualties	Powered 2-Wheeler Casualties	Total (vulnerable road user) casualties at junctions (nodes)
High Road (N22)/Lordship Lane	20		3	23
Green Lane/St Anns Road	9	4	3	16
High Road (N22)/Turnpike Lane	8	4	3	15
Green Lanes/Colina Road (Ats)	2	3	7	12
Endymion Road / Green Lanes	3	6	1	10
High Road (N17)/Dowsett Road	4	1	4	9
Lordship Lane/The Roundway (West)	4	1	4	9
High Road (N17)/White Hart Lane	6		2	8
Colney Hatch Lane/Alexandra Park Rd	2	2	3	7
Muswell Hill Rd/Cranley Gdns	1	2	4	7
TOTALS	59	19	34	112

Corridor Location	Pedestrian Casualties	Cyclist Casualties	Powered 2-Wheeler Casualties	Total (vulnerable road user) casualties along corridors (links)
Green Lanes	17	14	24	55
High Road N22	7	12	8	27
West Green Rd	10	5	10	25
High Road N22	13	6	1	20
High Road N17	7	4	8	19
Bounds Green Rd	6	7	5	18
Wightman Rd	4	6	7	17

High Road N17	6	5	5	16
Westbury Ave	4	3	9	16
Green Lanes	3	4	9	16
TOTALS	77	66	86	229

8.33 Further analysis of the data will be carried out as part of any road danger reduction project to identify the potential safety issues and to determine ways to mitigate them.

8.34 Figure 5 shows the number and severity of casualties at existing controlled crossing facilities where pedestrians or cyclists sustain injuries. Cycles are included in the event that the crossing has cycle facilities such as a toucan or parallel crossing. It is noted that these statistics also include collisions that take place within 50 metres of a crossing.

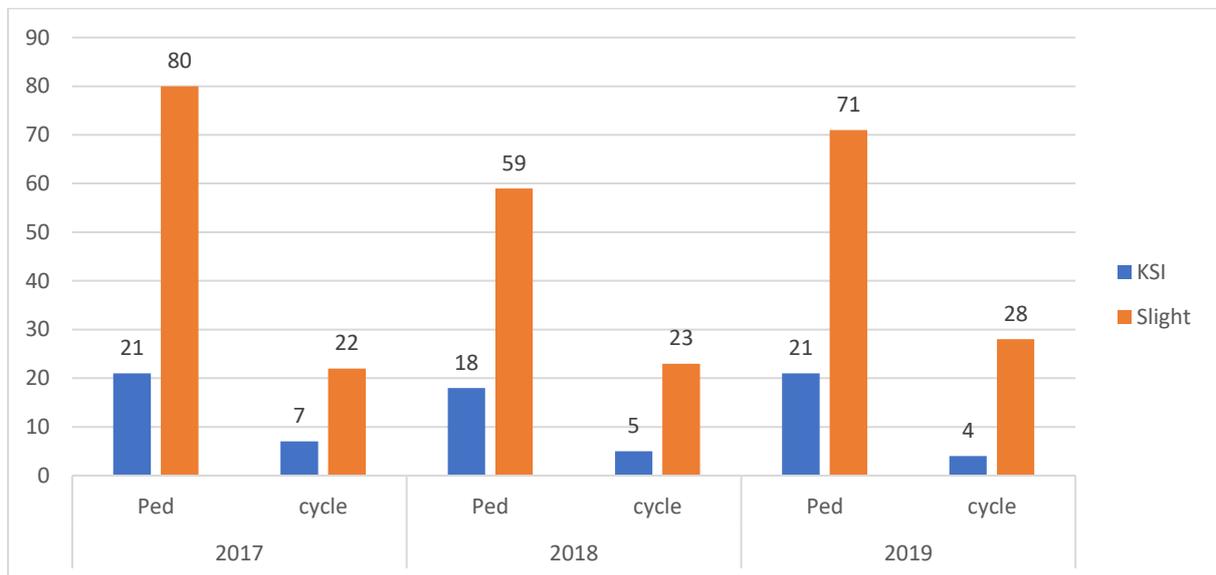


Figure 5 - Pedestrian and cycle casualties at controlled crossing facilities

Collision contributory factors

8.35 Since 2005, police forces in Great Britain have recorded factors which contributed to a collision as an integral part of the collision data collection process (STATS19). The contributory factors system was developed to provide some insight into why and how road accidents occurred and help investigation of how accidents might be prevented.

8.36 The range of contributory factors available allows for details regarding the road environment (e.g., whether the road surface includes any defects such as potholes or cracks, was slippery due to weather conditions etc.), vehicle defects (e.g. were tyres, brakes or steering defective etc.), injudicious action by the driver / rider (e.g. ignoring traffic signals, give way/stop lines, poor manoeuvre etc) to be recorded.

- 8.37 Research shows that almost three quarters of fatal and serious injury collisions in London occur at junctions which are particularly dangerous for cyclists and motorcyclists.
- 8.38 With regard to vehicle speed, details of exceeding the speed limit, travelling too fast for conditions and so on can also be recorded. Up to six contributory factors can be recorded and more than one can be recorded for each vehicle / casualty.
- 8.39 With the introduction of 'self-reporting' online in 2016, contributory factors are not collected in these cases - this leads to gaps in the data. Over the three-year period being considered (2017 to 2019), there were 2,073 collisions recorded in total in Haringey (covering all means of reporting) and, of these, 1,452 (70%) include contributory factors.
- 8.40 The following list ranks the top 10 contributory factors for collisions across the borough, including the number and percentage of collisions that resulted from these factors over the 3-year period.

Code	Description	Quantity (2017-2019)	Percentage
405	Failed to look properly	654	45%
403	Poor turn or manoeuvre	223	15%
602	Careless, reckless or in a hurry	179	12%
802	Failed to look properly (pedestrian)	175	12%
306	Exceeding speed limit	92	6%
103	Poor or defective road surface	68	5%
601	Aggressive driving	68	5%
701	Stationary or parked vehicle(s) obscured view	63	4%
307	Travelling too fast for conditions	57	4%
404	Failed to signal or misleading signal	55	4%

- 8.41 Three of the most common factors relate to the vehicle speed (codes 602, 306 and 307) and comprise 22.5% of collisions where contributory factors have been assigned. Some of these may be avoided through better signing and enforcement of speed limits and also driver training.
- 8.42 'Failed to look' and 'poor turn or manoeuvre' together account for some 60% of collisions. These would disproportionately impact upon vulnerable road users.

Complaints about speeding

- 8.43 Residents often report concerns about speeding vehicles which they witness where they live, on journeys to school or work etc. and report these to the Council via a variety of channels.
- 8.44 109 complaints concerning speeding, received between January to September 2021, were compared to historic traffic counts collected from around the borough over recent years. 47 of the complaints matched the location of traffic counts.

8.45 In several instances where the speed limit is 20mph, the 85th percentile speed¹¹ was around 30mph while the mean speed was around 24mph. This highlights the issue of using mean speed, as defined in DfT's guidance on setting local speed limits, to determine whether physical measures are necessary.

8.46 Following monitoring, the Council introduced physical measures in order to reduce vehicle speeds in some streets.

8.47 Examples of roads where both the mean (exceeds 24mph) and 85th percentile (around 30mph) are high are:

- Colney Hatch Lane
- Cranley Gardens
- Durnsford Road and
- Shepherds Hill

8.48 However, there are still some streets where complaints are made about speeding and (where data is held, such as those streets in the above list) this indicates that the complaints are valid and identifies that further action is required to bring speeds down.

8.49 The Council has – and will continue to – lobby the Department for Transport to enable local authorities to enforce speed limits on their roads, as responsibility currently solely sits with the police at the moment.

Enforcement - Moving Traffic

8.50 The enforcement of Moving traffic contraventions was decriminalised a number of years ago. The Council adopted those powers and implemented a network of CCTV cameras to enforce restrictions such as banned turns and yellow box junctions. This has achieved high compliance levels in areas allowing those cameras to be moved to non-compliant streets.

8.51 The most recent development in this area is the enforcement of HGVs rat running through (HGV) restricted streets. This enforcement is also undertaken by CCTV camera and enforcement cameras are installed at several locations.

8.52 The Council will continue to invest in and manage this operation increasing compliance and reducing risk associated with those contraventions.

9 Action Plan

9.1 Having considered the Safe System approach of the Vision Zero Strategy (Section 7) and the empirical evidence of collision and casualty data (Section 8), a proposed Road Danger Reduction Action Plan is provided in Appendix 1 and summarised below.

	Number	Action
Safe Speed	1	Develop borough-wide speed survey database

¹¹ The 85th percentile speed is defined as, “the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point.”.

	2	Speed limit review
	3	Undertake stakeholder survey on speed issues
Safe Streets	4	Safe junctions (nodes) programme
	5	Safe corridors (links) programme
	6	Safe crossings programme
Safe Vehicles	7	Incorporating Intelligent Speed Assistance (ISA) into Council fleet vehicles
	8	Consider making adoption of ISA a requirement of procurement by service providers to the Council
	9	Lobby TfL to extend ISA to taxis and PHVs
	10	Incorporating dashcams into the Council's vehicle fleet
	11	Seek Fleet Operator Recognition Scheme (FORS) Gold Standard accreditation
	12	Make FORS accreditation a requirement of procurement by service providers to the Council
Safe Behaviours	13	Engage with stakeholders on this plan
	14	Enhanced communication strategy for road danger reduction messages
	15	STARS Programme
	16	Review of road safety education provision
	17	Powered-two-wheelers (PTW) safety study including the potential to allow motorcycles in bus lanes
	18	Behaviour change programme

9.2 This Road Danger Reduction Action Plan should be considered as a live document that will be subject to review and change as a consequence of, for example:

- delivery of actions within the Road Danger Reduction Action Plan (and, by inference, the Investment Plan for any year, not just 2022/23)
- changes to collision trends
- engagement / public feedback

9.3 The Road Danger Reduction Action Plan identifies actions that are already being progressed as well as proposed future actions that are subject to approval of funding.

Investment Plan

9.4 Appendix 2 of this report sets out which projects from the Road Danger Reduction Action Plan are proposed for funding in 2022/23.

- 9.5 Highlights of this investment – funded from TfL¹² and Council capital - include extension of 20mph speed limits (£450k), funding for new zebra crossings to address collision history (£400k), behaviour change programme (£250k), speed reduction measures (250k), safer junctions programme (200k) and safer corridors programme (200k).
- 9.6 On 1st March 2022, Council agreed to allocate £1.6m in new capital growth for road casualty reduction projects in 2022/23.
- 9.7 In addition, the Council has submitted bids to Transport for London (TfL) via the Local Implementation Plan (LIP) Annual Spending Submission totalling £1.55m for Vision Zero-related projects to be delivered over the period 2022/23 to 2024/25. Of this £1.55m, £0.65m is sought for 2022/23.
- 9.8 It is important to note that the TfL funding has not yet been confirmed. So, should the full settlement not be received, then a full prioritisation process (that takes into consideration all projects listed in the Investment Plan) will be necessary.
- 9.9 It is also important to note that, if the Road Danger Reduction Action Plan is agreed, then significant additional funding will be required beyond the scope of the current MTFS as well as greater certainty over TfL funding. Without this, the Council will not be able to meet the Vision Zero target.
- 9.10 Should the Council not be successful in generating the external funding ‘in full or in part’ then, as is the normal practice, the service will bid for the capital funds as part of next year’s MTFS process.

10 Design, Consultation and Engagement

- 10.1 The Council is committed to ensuring that local communities are informed of Vision Zero improvements in their neighbourhoods. This will involve engaging with local residents, businesses and other key stakeholders in conjunction with utilising their local knowledge and experiences, as well as data-led evidence to deliver the most appropriate solutions to achieve Vision Zero.
- 10.2 The proposals identified within this report will be developed in accordance with national, regional, local standards and best practise.
- 10.3 The level of consultation / notification for projects is set out in Appendix 3.
- 10.4 The Council will continue to improve the quality of information available to residents and other interested parties on Vision Zero 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.

¹² Subject to funding confirmation by TfL

11 Contribution to strategic outcomes

11.1 Danger reduction supports two Themes within the Borough Plan 2019-2023.

- (a) People Theme: A Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. Vision Zero will contribute to specific outcomes within this Theme, by reducing road danger.
- (b) Place Theme: A place with strong, resilient & connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. Vision Zero will contribute to specific outcomes within this Theme, by improving the public realm and road network, eliminating road traffic collisions, while improving accessibility for all road users.

11.2 London-wide contribution to a healthier London – the proposals in this report will support delivery of The Mayor of London’s Transport Strategy, Local Implementation Plan 3 and Vision Zero Action Plan.

11.3 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. The delivery of Vision Zero projects will help address climate change by encouraging active travel.

11.4 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 identifies the need for an action plan to target road danger reduction. It also outlines how the priorities in the Haringey Borough Plan will be achieved and the role that road danger reduction projects play in achieving this.

11.5 Haringey’s Climate Change Action Plan – which sets out how the borough will become net zero carbon by 2041. Reduced road danger will encourage active travel and therefore a reduced reliance upon motor vehicles. In turn, this will reduce energy consumption and carbon emissions.

11.6 Haringey’s Walking and Cycling Action Plan – which sets out how the Council will deliver its aspirations and enable more walking and cycling in the borough. This plan relies upon reducing road danger.

12 Statutory Officers’ comments (Director of Finance (procurement), Head of Legal and Governance, Equalities)

Finance

12.1 This report sets out the proposed expenditure for the Road Danger Reduction Action 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 of

strategic community infrastructure levy to the Streetspace Plan. This report proposes utilising £0.2m of that funding. Council, at its budget setting meeting of 1st March 2022, considered the overall General Fund capital programme for 2022/23. The proposed capital programme included a budget proposal of £1.6m for Road Casualty Reduction which is proposed to be used to support the investment in the Road Danger Reduction Action Plan. Future years funding for this budget beyond 2022/23 is subject to the successful generation of external funding.

- 12.2 The report also identifies potential TfL funding of £1.08m towards capital schemes. Should the TfL bids not be successful or successful in part then a review of the overall programme will be undertaken to reprioritise schemes within the overall budget.
- 12.3 The report does not identify any revenue consequence of this investment. Should a revenue requirement arise this will need to be contained within existing resources.

Legal

- 12.4 The Head of Legal & Governance has been consulted on the preparation of this report and comments as follows.
- 12.5 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”
- 12.6 This report seeks approval of the Road Danger Reduction and Investment Plan for 2022/23 financial year to ensure it complies with its statutory duties under the Road Traffic Act 1988.
- 12.7 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 the proposals can be lawfully implemented by the Council.

Procurement

- 12.8 N/A

Equality

- 12.9 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.
- 12.10 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.
- 12.11 An Equalities Impact Assessment (EqIA) formed part of the statutory consultation process in 2018/19 which informed the development of the Local Implementation Plan 3 (LIP). The LIP sets out the objectives, delivery plans and monitoring arrangements for all transport scheme proposals including that of road safety works.
- 12.12 The EqIA identified several disproportionate impacts that may occur on equalities groups because of the implementation of highways works associated with the LIP and the Council's transport schemes.
- 12.13 The key beneficial impacts relate to:
- Improved access to facilities will benefit all Haringey residents and visitors, but some protected groups such as older people and children will benefit disproportionately.
 - Safer roads, less congestion and reduced levels of pollution are likely to benefit people in some of the protected groups, such as older and/or disabled people with respiratory illnesses more than for the general population.
- 12.14 Furthermore, 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.
- 12.15 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.
- 12.16 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.
- 12.17 Black, Asian and minority ethnic 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- Black, Asian and minority ethnic children.
- 12.18 Groups who may have greater reliance on travel by car (e.g. people with disabilities; parents with childcare commitments; people in transport poverty) may be affected adversely in comparison to other groups who are better able

to use public transport or travel actively. Schemes will be individually planned and delivered in such a way as to minimise any negative impacts that may arise.

12.19 Measures that increase active travel through improved safety and awareness aim to improve the health and wellbeing of groups with protected characteristics who are known to experience health inequalities.

12.20 The communication and engagement measures for works in the Action Plan will increase awareness of works and minimise disruption caused. This will allow residents adequate time to make alternative arrangements, and any necessary adjustments will be made on a scheme-by-scheme basis.

13 Use of Appendices

Appendix 1 – Road Danger Reduction Action Plan

Appendix 2 – Investment Plan 2022/23

Appendix 3 – Consultation methods

Appendix 4 – Collision data ‘Frequently Asked Questions’

Appendix 5 – Casualty and collision trends in Haringey

Appendix 6 – Collision maps and tables (all road users)

Appendix 7 – Collision maps and tables (involving vulnerable road users)

Appendix 8 – Map of streets excluded from 20mph speed limit

Appendix 9 – Priority junctions

Appendix 10 – Priority corridors

14 Local Government (Access to Information) Act 1985

- [Borough Plan 2019-2023](#)
- [Transport Strategy 2018](#)
- [Draft Walking and Cycling Action Plan](#)
- [Cabinet report 7/12/21: 2022-23 Budget and 2022-2027 Medium Term Financial Strategy Report](#)
- [Local Plan](#)

Vision Zero theme: Safe Speeds			
Action no.	Action	Details	Progress / timeframe
1	<p>Develop borough-wide speed survey database</p> <p>To effectively and efficiently address those streets where speeding is an issue, data will be collected to identify those with the highest speeds</p>	<p>To develop a robust database of traffic volume and speeds in Haringey, the Council will invest in a new network of traffic count sites and make use of latest technology to make data collection as efficient as possible. This will allow it to continuously monitor traffic volume and speeds at specific locations across the borough aiding how future schemes will be prioritised</p>	<p>25 live monitoring stations are currently being installed, to be completed and be operational by the end of February 2022</p>
		<p>Traffic and speed surveys should be undertaken over a wide proportion of Haringey's road network to provide a robust evidence base on which to base intervention works</p>	<p>Commence in Spring 2022 and continue on an annual basis</p>
2	<p>Speed limit review</p> <p>A 20mph speed limit already exists on all but a small number of borough roads</p>	<p>Where speeds are found to be high, a range of measures will be implemented using a staged approach starting with simpler measures such as additional road markings and signs, to more engineering measures such as physical traffic calming features</p>	<p>Timeframe to deliver will depend on measures identified but are likely to be deliverable within the short-term</p>
		<p>Review speed limits on those roads which are not 20mph with the aim of converting them to 20mph</p>	<p>12-24 months</p>
3	<p>Undertake stakeholder survey on speed issues</p>	<p>Surveys of stakeholders will be undertaken to ascertain their views on speeds in the borough and how speeding issues can be addressed through a co-production approach</p>	<p>Expected to commence Autumn 2022</p>

Appendix 1 – Action Plan

Vision Zero theme: Safe Streets			
Action no.	Action	Comments	Progress / timeframe
4	Safe junctions (nodes) programme	Identify those junctions (nodes) proving to be most dangerous for vulnerable road users.	Complete A list of top priority junctions are identified in Appendix 9
		Carry out engineering works to reduce danger/conflicts improving conditions for vulnerable road users.	Subject to further engagement For 2022/23 funding, see Appendix 2
		To keep junctions clear of parking and improve sight lines, restrict parking by providing 10m (minimum) of no waiting and no loading restrictions, in line with Rule 243 of the Highway Code	12-24 months
5	Safe corridors (links) programme	Identify those corridors (links) proving to be most dangerous for vulnerable road users.	Complete A list of top priority corridors are identified in Appendix 10
		A series of programmes will be developed to identify improvements to routes to schools, stations and shopping areas for vulnerable road users to enhance our existing network and improve road safety	Subject to further engagement and approval of funding. For 2022/23 funding, see Appendix 2
6	Safe crossings programme	Existing crossings to be reviewed to identify if safety improvements need to be made	24-36 months, subject to future funding
		Provide new crossings to address safety concerns raised	12 months

Vision Zero theme: Safe Vehicles			
Action no.	Action	Comments	Progress / timeframe
7	Incorporating Intelligent Speed Assistance (ISA) into Council fleet vehicles	ISA will be considered – in conjunction with relevant service areas - for all new Council fleet vehicles to assist in driving at appropriate speeds. The Council's vehicle fleet will be reviewed to reflect this consideration.	6-12 months
8	Consider making adoption of ISA a requirement of procurement by service providers to the Council	Subject to there being no adverse impact on local SMEs, consider all new relevant procurements to include a commitment from suppliers of Council services to adopt ISA in their fleet vehicles.	6-12 months
9	Lobby TfL to extend ISA to taxis and PHVs	Lobby TfL to extend the use of ISA to taxis and PHVs as a licensing requirement	6-12 months
10	Incorporating dashcams into the Council's vehicle fleet	Evaluate the incorporation of dashcams into the Council's road-going vehicle fleet; collected footage can identify any driver training needs. Instances of dangerous driving behaviour from motorists will be referred to the police as appropriate.	6-12 months
11	Seek Fleet Operator Recognition Scheme (FORS) Gold Standard accreditation	As part of the revised fleet management practices and processes being instigated, investigate undertaking the necessary steps to achieve FORS accreditation at Gold Standard to improve driving standards of Council vehicle drivers.	6-12 months
12	Make FORS accreditation a requirement of procurement by service providers to the Council	Evaluate the requirement for all new relevant procurement processes to require suppliers of Council services to hold FORS accreditation.	6-12 months

Appendix 1 – Action Plan

Vision Zero theme: Safe Behaviours			
Action no.	Action	Comments	Progress / timeframe
13	Engage with stakeholders on this plan	Stakeholder engagement will take place on this Action Plan to help shape future investment. Also see Action 3.	Autumn 2022
14	Enhanced communication strategy for road danger reduction messages	Enhance the frequency and content of road danger reduction messages on Council website homepage along with pop-up messages and via other forums / media. Include publicity messages and articles on road danger reduction in Haringey People magazine and other local publications.	6-12 months
15	STARS - Sustainable Travel: Active, Responsible, Safe	Identify additional resources to enable engagement with local schools to achieve STARS accreditation and increase the number of schools with Bronze, Silver and Gold accreditation.	Ongoing
16	Review of road safety education provision	Undertake a review of the Council's road safety education and cycle training programmes and invest in additional resources to expand these	12 months
17	Powered two wheelers (PTW) safety study (including the potential to allow motorcycles in bus lanes)	A study will be carried out to investigate collision data for PTW and, through engagement, the issues specific to this vulnerable road user group. This will include assessing the impact of allowing them to drive in bus lanes and consultation with existing permitted bus lane users.	18 months
18	Behaviour change programme	Covering school travel planning, road safety initiatives and events.	12 months

Appendix 2 – Investment Plan

As noted in paragraphs 9.4 to 9.8, this report proposes how to spend the capital investment of £1.6m. TfL funding has been sought however this is unconfirmed and the delivery of projects is subject to the outcome of assessments. Should this TfL funding be unsuccessful then those projects would be funded from Council capital and SCIL following a reprioritisation exercise.

	Project	TfL funding bid 2022/23 (TBC) (FOR INFO ONLY)	Capital Investment 2022/23 (PROPOSED)	SCIL (PROPOSED)	Road Danger Reduction Action Plan theme / ID number
1	New zebra crossings at various collision hotspot locations across the borough, subject to assessment	£ 400,000			Safe Streets / 4
2	Ferme Park Road/ Tottenham Lane junction – engagement, feasibility and delivery of potential measures	£ 30,000	£50,000	£50,000	Safe Streets / 4 and 5
3	Ferme Park Road corridor safety study and delivery of potential measures		£50,000	£50,000	Safe Streets / 4 and 5
4	Lordship Lane safety study	£ 20,000			Safe Streets / 5
5	White Hart Lane/ High Road junction crossing	£ 150,000			Safe Streets / 4
6	Annual cycle training delivery	£ 180,000			Safe Behaviour/16
7	Delivery of the Council’s behaviour change programme including school travel planning & road safety initiatives/events (e.g. play streets)	£ 250,000			Safe Behaviour/18
8	Powered two wheelers safety study	£ 50,000			Safe Behaviour/17
9	Comms and campaigns on the Action Plan		£ 20,000		Safe Behaviour/13
10	Borough wide traffic and speed survey and monitoring		£ 70,000	£ 40,000	Safe Streets/1
11	Extension of 20mph borough wide Conversion of 30mph and 40 mph roads to 20mph subject to assessment (see Appendix 8)		£ 450,000	£ 60,000	Safe Streets/2
12	Safe junction programme (includes junction corner protection): Locations subject to further assessment of the top priority junctions outlined in Appendix 9		£ 200,000		Safe Streets/5
13	Safe Corridor programme: Locations subject to further assessment of the top priority corridors outlined in Appendix 10		£ 200,000		Safe Streets/4
14	Assessment of controlled crossings with casualties		£ 100,000		Safe Streets/6
15	Additional crossings (subject to assessment): Park Road/Wolseley Rd junction Alexandra Park Rd/Talbot Rd Additional locations on request		£ 160,000		Safe Streets/6
16	Speed reduction measures to address perceived danger/complaints: Shelbourne Road – subject to assessment Roads where complaints have been received subject to outcome of new speed data and further assessment		£ 250,000		Safe Streets /2
17	Funding for resources for programme delivery (e.g. working with others on 'Safe Vehicles')		£ 50,000		
	Sum	£ 1.08m	£ 1.6m	£ 200,000	

Appendix 3 – Consultation methods

The various projects will be 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 – residents and businesses of affected roads 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, where applicable. Residents and businesses of the affected roads will also be notified by letter drop. The notification will provide full details of the scheme. Resident, businesses and other interested parties will have the opportunity to object to proposals and any objection will be considered before implementing a permanent traffic order.
- Full public consultation – high-profile schemes will be subject to full public consultation which will include consultation questionnaires and may include public meetings and other forms of engagement.

The table below sets out the consultation process by scheme type

Scheme Type	Consultation Type		
	Notification	Statutory	Public
Engineering projects		✓	✓ (depending on scale)
Road Danger Reduction Action and Investment Plan development	Whilst not a statutory requirement, as noted in the action plan further engagement will take place to shape future actions and investment		