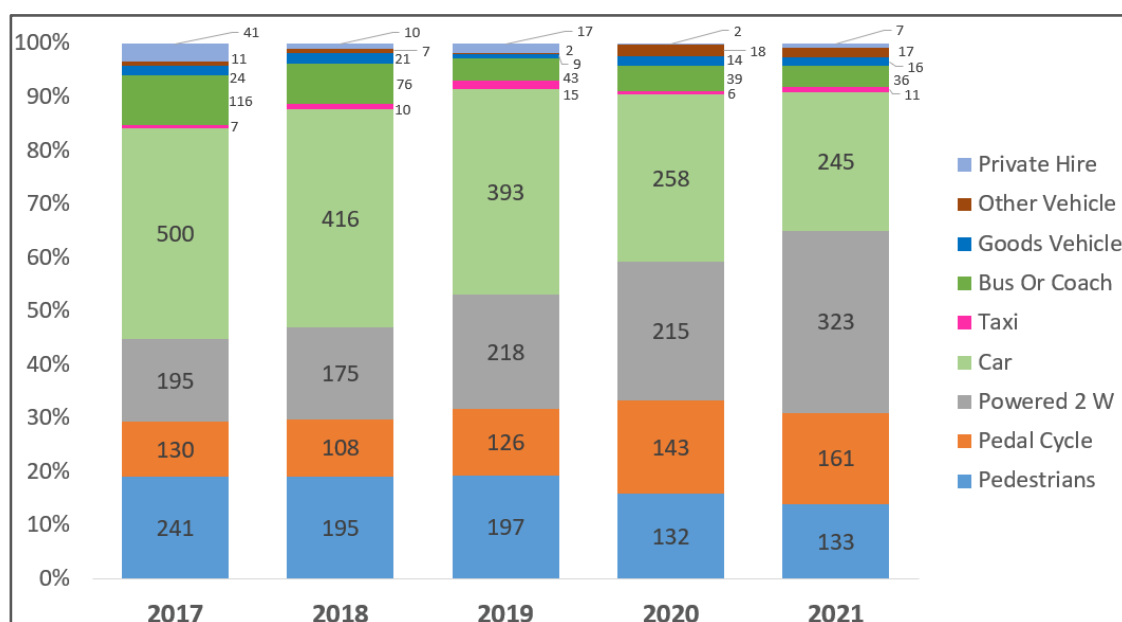


Figure 1 below shows the casualty summary by mode of transport over the last five years, between 2017 and 2021. The increase in the number of powered-two-wheelers being used on Haringey's roads (especially with the increased demand in food delivery through the likes of Uber Eats and Deliveroo since 2020) could explain some of the increase in collision numbers. Similarly, pedal cyclists casualty numbers have seen an increase since 2019; again, this could be explained by the increased numbers of people now cycling more regularly. The data, however, clearly shows that pedestrians, pedal cyclists and powered-two-wheelers are vulnerable on Haringey's roads.

Figure 1– Proportion of vulnerable casualties (Haringey public highway)



Focus will continue 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. All of these will help towards reducing casualties for these groups and will be critical to achieving Vision Zero in Haringey. Other Council initiatives tackling inequality also has an important role to play towards improving safety as people on low income may also live in more deprived areas, and therefore may experience the worst impacts of road danger, noise and air pollution.

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
- meeting the Walking and Cycling Action Plan vision to make "walking and cycling the natural choice" by 2031¹

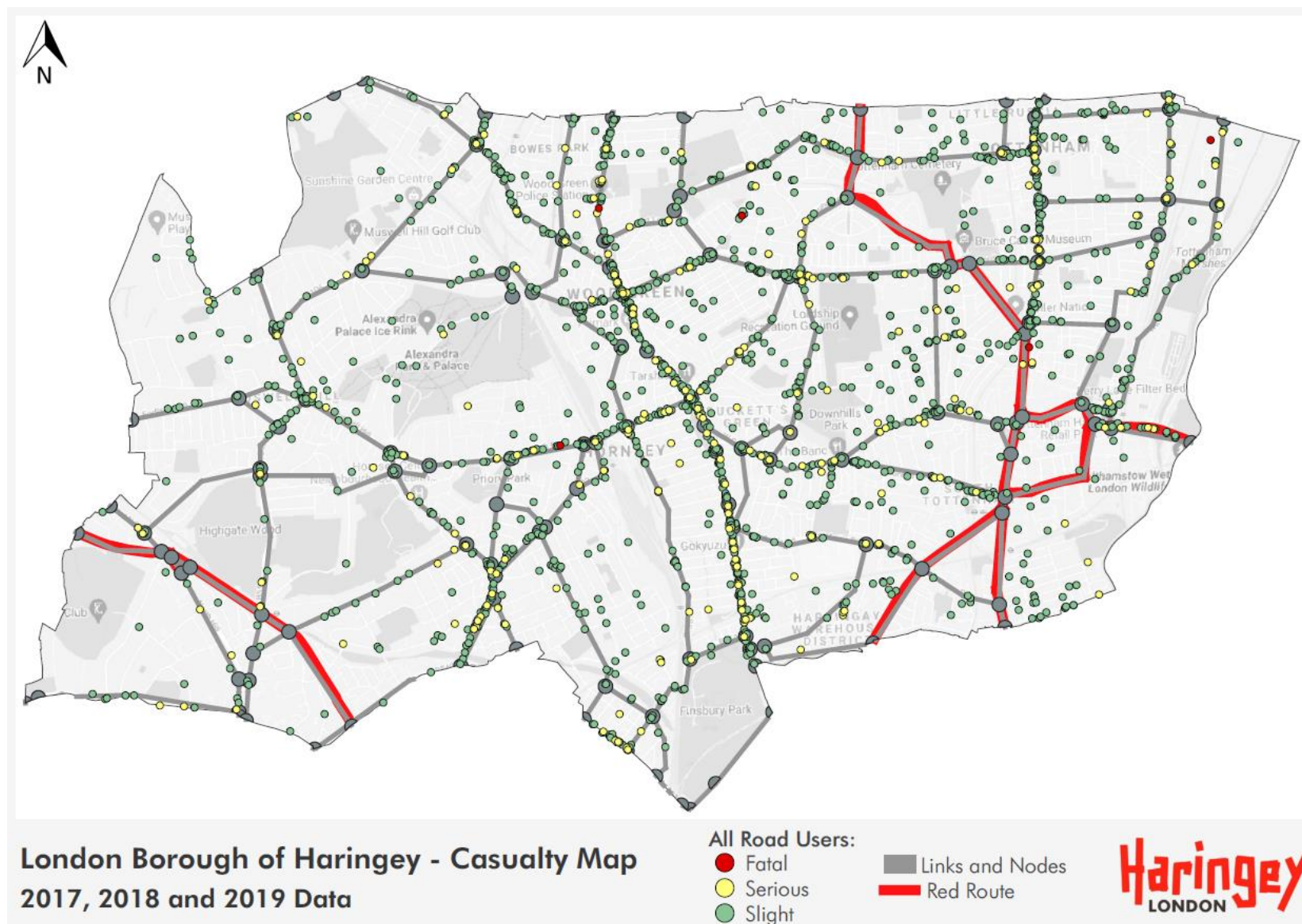
¹ [Draft Walking and Cycling Action Plan](#)

Map1 below contains geographic details for where all collisions occurred between 2019 and 2021. This shows that the majority of serious and fatal collisions occurred on main roads and at junctions. The 2022 Cabinet report listed the 30 worst junctions (nodes) and corridors (links). These are provided below for ease of reference.

Map 2 provides the same information for 2020, 2021 and for 2022 for the period up to October 2022 (the latest data available). The collision data indicates a similar pattern in where the collisions occurred when compared to 2017-2019 map.

This suggests that the top worst junctions and corridors provided in the tables below (prepared based on collision data between 2017-2019) are still valid for consideration and prioritisation. These will still be key areas to concentrate on analysing the data and arriving at potential solutions to address these collisions so that the chances of them occurring again are eliminated or at very least reduced.

Map showing locations of all collisions that occurred between 2017-2019



Map showing locations of all collisions that occurred between 2020-October 2022

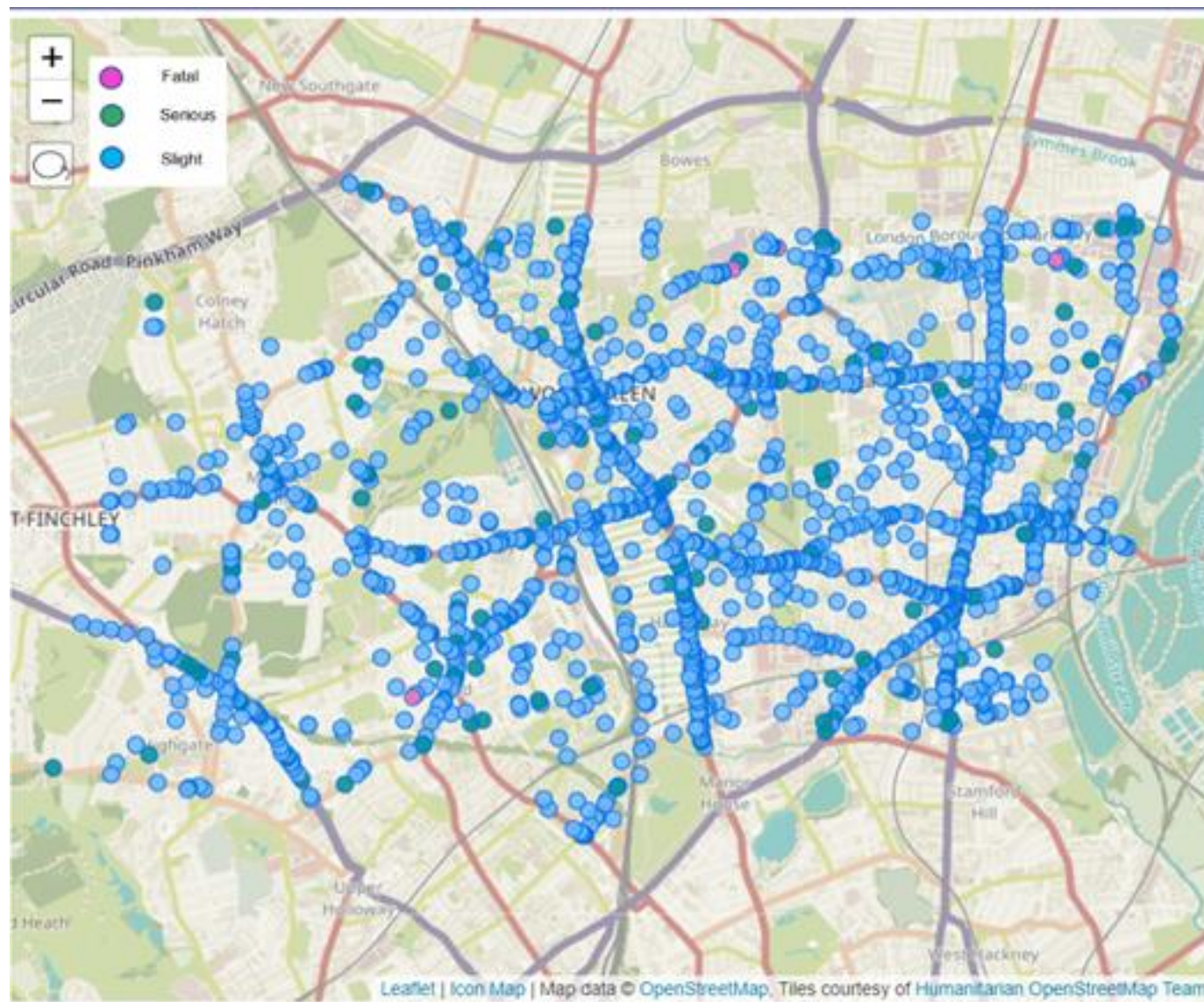


Table of collisions at junctions (Nodes) between 2017-2019

JUNCTIONS (NODES) - All Road Users - 2017, 2018 and 2019 Data									
Top 30 Locations Ranked on No. of Collisions	Labels on the Collision Map	No of Collisions	Location	Fatal Casualties	Serious Casualties	Slight Casualties	2017 Casualties	2018 Casualties	2019 Casualties
1	B1	43	High Road (N22)/Lordship Lane	0	4	61	24	19	22
2	B2	24	Lordship Lane/The Roundway (West)	0	2	25	11	10	6
3	B3	23	High Road (N22)/Turnpike Lane	0	1	25	8	16	2
4	B4	19	High Road (N17)/White Hart Lane	0	4	21	13	6	6
5	B5	18	Endymion Road / Green Lanes	0	1	21	12	5	5
6	B6	17	Green Lane/St Anns Road	0	2	16	7	5	6
7	B7	15	High Road (N22)/Bounds Green Road	0	0	20	4	10	6
8	B8	14	Green Lanes/Colina Rd(Ats)	0	2	14	9	3	4
9	B9	14	Bounds Green Rd/Durnsford Rd	0	1	19	7	5	8
10	B10	13	High Road (N17)/Dowsett Road	0	0	14	4	3	7
11	B11	11	Colney Hatch Lane/Alexandra Park Rd	0	1	12	1	4	8
12	B12	11	Muswell Hill/Priory Rd	0	0	16	4	8	4
13	B13	10	Lordship Lane/High Road (N17)	0	2	15	10	5	2
14	B14	10	Turnpike Lane/Wightman Rd	0	2	13	4	5	6
15	B15	10	Woodside Ave/Muswell Hill Rd	0	2	10	3	6	3
16	B16	10	Muswell Hill Rd/Cranley Gdns	0	2	9	4	3	4
17	B17	10	High Road (N22)/White Hart Lane	0	1	13	7	3	4
18	B18	9	Green Lanes/Frobisher Rd(Ats)	0	0	11	5	1	5
19	B19	9	Lordship Lane/Westbury Ave	0	0	11	3	4	4
20	B20	8	High Street (N8)/Tottenham Lane	0	1	10	7	3	1
21	B21	8	Bounds Green Rd/Park Avenue	0	1	10	8	2	1
22	B22	8	Priory Rd/Middle Lane	0	1	9	3	5	2
23	B23	8	Green Lanes / Hermitage Road	0	0	9	6	1	2
24	B24	8	Queens Ave/Muswell Hill	0	0	8	3	2	3
25	B25	8	High Street (N8)/Church Lane	0	0	8	4	1	3
26	B26	7	West Green Rd/Belmont Rd	0	1	7	2	2	4
27	B27	7	d Green Road/Tollington Park/Upper Tollington	0	1	7	1	4	3
28	B28	7	High Road (N17)/Brantwood Road	0	0	9	1	2	6
29	B29	7	Brantwood Rd/Willoughby Lane	0	0	9	2	3	4
30	B30	7	Station Rd/Mayes Rd	0	0	7	3	1	3

Appendix D – Collision Data

Table of collisions at corridors (Links) between 2017-2019

CORRIDORS (LINKS) - All Road Users - 2017, 2018 and 2019 Data											
Top 30 Locations Ranked on No. of Collisions	Labels on the Collision Map	No of Collisions	No of Collisions per kilometre	Length (m)	Location	Fatal Casualties	Serious Casualties	Slight Casualties	2017 Casualties	2018 Casualties	2019 Casualties
1	D1	72	108	665.3	Green Lanes	0	15	72	35	26	26
2	D2	38	35	1071.38	West Green Rd	0	4	39	19	15	9
3	D3	37	45	830.68	Bounds Green Rd	0	2	38	16	13	11
4	D4	33	43	775.63	High Road N22	1	8	31	9	14	17
5	D5	32	25	1267.03	White Hart Lane	0	2	43	22	18	5
6	D6	30	94	320.46	High Road N17	0	4	31	14	10	11
7	D7	26	80	325.39	High Road N22	0	3	29	10	8	14
8	D8	25	71	352.64	High Road N22	0	4	28	8	16	8
9	D9	24	24	1012.72	Westbury Ave	0	7	26	15	8	10
10	D10	23	14	1614.18	Wightman Rd	0	3	23	5	11	10
12	D12	20	62	324.24	High Road N17	0	5	19	6	9	9
13	D13	20	71	280.77	Green Lanes	0	4	18	7	6	9
14	D14	20	51	392.2	Turnpike Lane	0	3	18	7	5	9
11	D11	20	35	570.97	Lordship Lane	0	2	24	10	6	10
15	D15	19	72	263.44	High Road N17	0	2	26	9	15	4
16	D16	19	18	1030.95	Downhills Way	0	2	19	4	9	8
17	D17	18	21	841.65	Brantwood Road	0	3	28	19	2	10
18	D18	18	163	110.17	Green Lane	0	3	18	8	8	5
19	D19	17	131	130.19	High Road N17	0	4	21	14	6	5
20	D20	17	36	469.83	Lordship Lane	0	0	18	11	5	2
21	D21	16	19	850.57	Lordship Lane	0	3	18	11	6	4
22	D22	15	23	656.33	Philip Lane	0	6	14	11	5	4
23	D23	15	16	924.09	White Hart Lane	0	2	13	6	5	4
24	D24	14	127	110.16	High Road N22	0	3	17	7	6	7
26	D26	14	9	1581.8	Watermead Way North - South Route	0	1	17	2	7	9
25	D25	14	13	1094.3	Ferne Park Rd	0	0	19	7	8	4
27	D27	14	16	862.97	St Anns Road	0	0	15	6	7	2
28	D28	13	38	339.4	St Anns Road	0	1	12	3	5	5
29	D29	12	28	425.07	West Green Rd	0	3	10	6	5	2
30	D30	11	10	1089.17	Durnsford Rd-Albert Rd	0	3	11	8	2	4