

**Report for:** Cabinet – 12 March 2024

**Title:** Road Danger Reduction Investment Plan for 2024-25

**Report authorised by:** Barry Francis, Director of Environment and Resident Experience

**Lead Officer:** Ann Cunningham, Head of Highways & Parking  
[Ann.cunningham@haringey.gov.uk](mailto:Ann.cunningham@haringey.gov.uk)

Simi Shah, Group Manager Traffic and Parking Projects  
[Simi.shah@haringey.gov.uk](mailto:Simi.shah@haringey.gov.uk)

**Ward(s) affected:** All

**Report for Key/**

**Non-Key Decision:** Key Decision

**1. Describe the issue under consideration.**

- 1.1. This report reaffirms Haringey Council's commitment and determination to meet the Mayor of London's 'Vision Zero for London' which aims to eliminate all deaths and serious injuries on London's transport system by 2041. The Council considers Vision Zero an essential target as death or serious injury should never be a price to pay for travelling around Haringey.
- 1.2. The report recommends investment in the road danger reduction programme for 2024/25 and identifies the progress made against the Road Danger Reduction Action Plan approved in March 2022.

**2. Cabinet Member Introduction**

- 2.1. Following the approval of the Road Danger Reduction Action Plan in 2022 and allocation of Council Capital funds in 2022/23 and 2023/24 towards the investment required to achieve Vision Zero in Haringey, which is to eliminate all deaths and serious injuries on our roads by 2041, good progress has been made in 2023/24 to achieve that goal.
- 2.2. Looking at the data pre and post Covid-19 pandemic, it is clear from a recent TfL report and road traffic collision data that 2022 has seen a reversion to more typical numbers and patterns of injury as travel has recovered following Covid-19 restrictions. It is also clear that, where car occupants were the highest casualty mode of travel in 2022, powered two wheelers is now the highest casualty mode of travel. We will be addressing the spike in injury to this vulnerable group by working with the powered two-wheeler groups to arrive at solutions for collision hotspots, especially at junctions where collisions involving this group are more prevalent. A dedicated road safety campaign will also be undertaken in 2024/25 to highlight the safety risk to this mode of travel, especially involving the hospitality sector where there has been a clear rise in food deliveries being undertaken by this mode of travel.

- 2.3. **New data published by TfL<sup>1</sup>**, and reported under “Inequalities in road danger in London 2017-2021”, demonstrates that road danger is also directly linked to levels of deprivation. The data on Haringey is concerning as it does show that those living in the most deprived areas of Haringey are 1.4 times more likely to be killed or seriously injured than those living in the least deprived areas of the borough. It also shows that, within Haringey, people were 4 times more likely to be killed or seriously injured travelling around the most deprived areas of the borough than the least deprived areas. The data indicates that young people living in the more deprived parts of Haringey are more likely to be involved in a serious collision or killed than other age groups. The analysis undertaken as part of this research by TfL highlights the geographical areas of Haringey where our residents and communities are at higher risk of harm on our road network. We will be taking action in 2024/25 by working with TfL, health partners and key stakeholders to understand the causation of collisions in more depth in order to find solutions that redress the balance when it comes to deprivation, age and other factors causing this disparity in road safety.
- 2.4. I am pleased that, after lobbying Transport for London, funding has been allocated to improve safety at the Ferme Park Road/Tottenham Lane junction where several vehicle strikes have occurred due to large vehicles including buses turning around at this tight roundabout junction. Following engagement with stakeholders including local resident groups, the viability of removing the roundabout and changing it into a signal-controlled junction is currently being explored through traffic signal modelling. This does depend on TfL extending its bus route 91 which will negate the need for this route bus to turn around at the roundabout. A decision on this is expected in March 2024 now that TfL has consulted on this change. Subject to the decision by TfL and the outcome of the signal modelling and approval for that by TfL (as it is responsible for installation, operation and maintenance of traffic signals in London), the Council will consult on this in late 2024 with a view to seek necessary approvals from Cabinet and start construction in February 2025.
- 2.5. The investment plan detailing the projects we want to deliver in 2024/25, detailed in Appendix B, will also contribute towards our aim of achieving Vision Zero targets for people killed or seriously injured on our roads by 2041. However, these projects are part of the solution as many other programmes contribute towards the same aim. These include improved road and footway condition, and street lighting, enforcement of restrictions (especially involving HGVs) and provision of cycle lanes and crossings, School Streets, and area-wide motorised traffic reduction schemes.
- 2.6. The funding required to reach our shared aim of improving road safety on our roads will require significant investment over the next decade; which it is anticipated will need to come from a number of sources, including Transport for London and the Strategic Community Infrastructure Levy funding. I will be lobbying TfL to work with us through collaboration and provide us with the necessary funding to help us deliver Vision Zero, a shared aim of the Council and the Mayor of London. Collaboration with our external partners and our residents and businesses is also key if we want to deliver this shared aim. There is no Council Capital borrowing allocated to this programme for 2024/25 and future

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<sup>1</sup> <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

years at present, but I will be lobbying for this to be provided if funding via external sources is not sufficient.

### **3. Recommendations**

Cabinet is asked to:

- 3.1. Note the progress of the Road Danger Reduction Action Plan approved by Cabinet on 8 March 2022, as set out in Appendix A;
- 3.2. Approve the Road Danger Reduction Investment Plan for 2024/25, as set out in Appendix B, subject to Cabinet agreeing the carry forward of resources (as specified in paragraph 7.30 and 7.31);
- 3.3. Delegate decisions relating to scheme design and implementation to the Head of Highways and Parking subject to decisions being reported to Cabinet where a key decision;
- 3.4. Authorise the Head of Highways and Parking to carry out any required consultation in accordance with Appendix C and to make any necessary traffic orders, having had due regard to all consultation responses, to give effect to the schemes in Appendix B, subject to key decisions being considered by Cabinet.

### **4. Reasons for decision**

- 4.1. The Council has a statutory duty under section 39 of the Road Traffic Act 1988 to prepare and carry out a programme of measures designed to promote road safety including “taking measures to 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 2024/25, as well as setting out the Council’s progress against the March 2022 Action Plan.

### **5. Alternative options considered.**

- 5.1. None. The authority has a statutory duty as set out in paragraph 4.1.

### **6. Background information**

- 6.1. In March 2022, Cabinet approved the Road Danger Reduction Action Plan<sup>2</sup> (the “Action Plan”) which set out the strategic approach of how Haringey Council would respond, at a local level, to the Mayor of London’s ‘Vision Zero for London’. The aim of Vision Zero<sup>3</sup> is to eliminate all deaths and serious injuries on London’s transport system by 2041.
- 6.2. The Council’s Action Plan sets out an overarching ‘Safe Systems’ approach to reducing road danger on Haringey’s streets. This system covers four main areas:
  1. Safe Speeds – delivering speeds appropriate to the street (encouraging more walking and cycling whilst reducing collisions).

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<sup>2</sup> <https://www.minutes.haringey.gov.uk/mgIssueHistoryHome.aspx?IIId=78803>

<sup>3</sup> <https://tfl.gov.uk/corporate/safety-and-security/road-safety/vision-zero-for-london>

2. Safe Streets – designing an environment that is forgiving of mistakes and ensuring safety is at the forefront of all designs.
  3. Safe Vehicles – vehicles designed to operate as safely as possible.
  4. Safe Behaviours – reducing the likelihood of road users making mistakes or behaving in a way that is risky for them.
- 6.3. 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. This data is then used by boroughs to understand the details of the collisions and take measures to reduce the chance of these occurring again.
- 6.4. Table 1 below provides collision data for all roads for which Haringey Council is the traffic authority and therefore responsible for safety. The table therefore excludes data for the Transport for London Road Network (TLRN) where, although within Haringey, responsibility for its safety lies with TfL.

| Year         | 2017       | 2018       | 2019       | 2020       | 2021       | 2022       | 2023 up to 31 July |
|--------------|------------|------------|------------|------------|------------|------------|--------------------|
| Fatal        | 1          | 2          | 3          | 1          | 6          | 2          | 0                  |
| Serious      | 130        | 97         | 89         | 59         | 80         | 87         | 53                 |
| Slight       | 851        | 686        | 677        | 574        | 639        | 671        | 468                |
| <b>Total</b> | <b>982</b> | <b>785</b> | <b>769</b> | <b>634</b> | <b>725</b> | <b>760</b> | <b>521</b>         |

*Table 1 - Casualties on Haringey's public highway*

- 6.5. TfL's "Casualties in Greater London during 2022" report published in September 2023 states that, during the Covid-19 pandemic, traffic levels dropped significantly and so did the number of people being killed and seriously injured on London's roads in 2020 and 2021. However, 2022 saw a reversion to more typical numbers and patterns of injury as travel recovered following the lifting of coronavirus restrictions.
- 6.6. It is therefore important to compare the pre-pandemic average of the three-year period between 2017-2019 against 2022 data (which is the latest full year's data available). For London, the 2022 data when compared to 2017-19 average, indicates the number of people killed reduced by 17%, serious injuries increased by 1%, slight injuries reduced by 14%, all leading to a reduction in total injuries by 12%. However, for Haringey, it's a slightly different picture, with the number of people killed staying the same, serious injuries reducing by 17%, slight by 9% all leading to a reduction in total injuries by 10%.
- 6.7. Figure 1 in Appendix D provides a summary of casualty by mode of transport over the last 6 years, between 2017 and 2022. The 2022 data, when compared to the average for 2017-2019 pre-pandemic data, set out in the following Table 2, shows a slight increase in casualties using pedal cycles and a more significant increase to powered two-wheelers. For all other modes, there was a reduction or no change. Factors for the increases are likely to be attributed to post Covid-19 pandemic changes in travel and consumer patterns.

| Casualty mode of travel  | Period 2017-2019 |                  |             | 2022       |             | % change between 2017-19 and 2022 |
|--------------------------|------------------|------------------|-------------|------------|-------------|-----------------------------------|
|                          | Total count      | Average per year | %           | Count      | %           |                                   |
| <b>Pedestrians</b>       | 504              | 168              | 20%         | 130        | 17%         | -3%                               |
| <b>Pedal Cycle</b>       | 283              | 94               | 11%         | 134        | 18%         | 6%                                |
| <b>Powered 2-Wheeler</b> | 443              | 148              | 17%         | 269        | 35%         | 18%                               |
| <b>Car</b>               | 1021             | 340              | 40%         | 179        | 24%         | -17%                              |
| <b>Taxi</b>              | 26               | 9                | 1%          | 8          | 1%          | 0%                                |
| <b>Bus Or Coach</b>      | 165              | 55               | 7%          | 23         | 3%          | -3%                               |
| <b>Goods Vehicle</b>     | 34               | 11               | 1%          | 9          | 1%          | 0%                                |
| <b>Other Vehicle</b>     | 18               | 6                | 1%          | 5          | 1%          | 0%                                |
| <b>Private Hire</b>      | 42               | 14               | 2%          | 3          | 0%          | -1%                               |
| <b>Total</b>             | <b>2536</b>      | <b>845</b>       | <b>100%</b> | <b>760</b> | <b>100%</b> |                                   |

*Table 2 - Casualty by mode of transport*

### **Inequalities in road danger**

- 6.8. Road danger does not affect everyone equally. As discussed in the Road Danger Reduction Action Plan, people walking, cycling or riding a motorcycle are at greatest risk of injury, most frequently in collisions with cars, heavy goods vehicles or motorcycles.
- 6.9. However, [new data published by TfL<sup>4</sup>](#), demonstrates that road danger is also directly linked to levels of deprivation. Those living in the most deprived areas of LB Haringey are 1.4 times more likely to be killed or seriously injured than those living in the least deprived areas of the borough. It also shows that, within Haringey, people were 4 times more likely to be killed or serious injured travelling around the most deprived areas of the borough than the least deprived areas. Furthermore, the 16–30-year age group living in the more deprived parts of Haringey are more likely to be involved in a serious collision or killed (0.043 per 1,000) than other age groups, followed by the 12–15-year age group (0.033 per 1,000 population).
- 6.10. Haringey is [ranked as the 4th most deprived borough in London<sup>5</sup>](#) as measured by the Index of Multiple Deprivation (IMD). With this in mind, the Council is determined to tackle these stark and newly identified inequalities by:
- working with partners to understand further why the relationship between deprivation and road danger exists and the factors of causation.
  - making the case for increased levels of funding to address road danger, by illustrating how Haringey’s high levels of deprivation are disproportionately affecting those who live and travel within our borough.
  - taking deprivation into account and applying a suitable weighting when developing future investment plans.
- 6.11. In the interim, this year’s investment plan recommends a number of projects that are located in areas of higher deprivation (broadly, to the east of the borough) such as White Hart Lane and Lordship Lane, with additional corridors brought

<sup>4</sup> <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

<sup>5</sup> <https://new.haringey.gov.uk/council-elections/data-finance/about-haringey/haringey-facts-figures/haringeys-population-future-challenges>

forward where they are located in high deprivation areas and involve collisions with vulnerable road users such as pedestrians, cyclists and P2Ws.

## 7. Progress made on the March 2022 Road Danger Reduction Action Plan in 2023/24

7.1. The following sections, summarise progress made against the Action Plan. More details can be found in Appendix A. It is noted that progress on some projects was delayed due to the pause in Council capital budget in the middle of 2023/24 as part of its review of its Medium-Term Financial Strategy and a strong goal to balance its budgets.

### Safe Speeds

7.2. Collision data from around the world is very clear. It shows that the faster a vehicle is travelling:

- The more likely a collision will occur because the driver has less time to react, stop or avoid the collision.
- The more severe an injury resulting from the collision will be.

7.3. If someone is hit at 30mph, they're five times more likely to die than if they are hit at 20mph. It is for this reason that the Council is committed to ensuring that Safe Speeds apply to all borough roads, in pursuit of Vision Zero.

7.4. Having reduced the speed limit, in 2016, to 20mph on most borough streets, there are a small number where 30mph and 40mph limits still apply (see Table 4).

7.5. As set out in the Action Plan, the Council is determined to reduce the speed limit in these remaining streets. In preparation, the Council has undertaken surveys and analysis during 2023/24 to understand if 20mph speed limits are effective at keeping speeds at or below their legal limit, see Table 3 below.

| Speed Description                                    | Total Number of Roads |
|--|-----------------------|
| Roads with a mean (average) speed of 20 mph or lower | 115                   |
| Roads with a mean speed of 21 mph to 24 mph          | 51                    |
| Roads with a mean speed of 24 mph or higher          | 9                     |

*Table 3 - Average Speed for Roads with a legal limit of 20mph*

7.6. The analysis indicates that most roads surveyed show an adherence to the speed limit which is very encouraging. It is important to note that not every road was surveyed therefore the actual picture could be different, however it is accepted that, in general, roads neighbouring those surveyed (especially if they are residential) will typically see similar speeds.

7.7. Where speeds are between 21mph-24mph, the appropriate course of action would be to reinforce the message by providing additional repeater speed limit signs and road marking. For the small number of roads with speeds exceeding 24mph, enforcement via the Metropolitan Police is always an option. However,

given the demands on their resources, it is unlikely that the police will be able to enforce all roads where speeds exceed 24mph and on a frequent basis. Targeted enforcement by the police may prove more effective, but alongside it a physical intervention may be necessary to ensure drivers slow down to below the legal limit.

7.8. Mean vehicle speed was also analysed for roads that currently have 30mph or 40mph limits (as set out in Table 4):

- For roads that are signed as 30mph, a majority were found to be operating under 24mph and therefore only require signs and road markings to reduce the limit to 20mph.
- Where vehicle speeds were found to over 24mph, these would likely require physical intervention to bring speeds down to 20mph.

7.9. The investment plan for 2024/25 indicates a commitment to prioritise roads that are currently 20mph but operating with speeds over 24mph and all roads that are 30 and 40mph.

| Road Name         | Speed Limit | Mean Speeds Surveyed | Mean Speed Under 24mph (Yes / No) |
|-------------------|-------------|----------------------|-----------------------------------|
| Watermead Way     | 40 mph      | 35.4 mph             | No                                |
| Bounds Green Rd   | 30 mph      | 26.4 mph             | No                                |
| Cherry Tree       | 30 mph      | 23.70mph             | Yes                               |
| Colney Hatch Lane | 30 mph      | 22.3 mph             | Yes                               |
| Ferry Ln          | 30 mph      | 19.9 mph             | Yes                               |
| Fortis Green      | 30 mph      | 19.3 mph             | Yes                               |
| Green Lanes       | 30 mph      | 20.4 mph             | Yes                               |
| Lordship Lane     | 30 mph      | 23.5 mph             | Yes                               |
| Muswell Hill      | 30 mph      | 22.8 mph             | Yes                               |
| Priory Road       | 30 mph      | 24.1 mph             | No                                |
| The Roundway      | 30 mph      | 15.1 mph             | Yes                               |
| Westbury Avenue   | 30 mph      | 23.3 mph             | Yes                               |

*Table 4 - Roads with 30 mph and 40 mph speed limits*

7.10. Speed reducing measures were consulted upon for Dunsford Road, Shepherd's Hill, Cranley Gardens and Shelbourne Road. Decisions taken and schemes approved for implementation were for Dunsford Road, Shepherds Hill, and Cranley Gardens. Cranley Gardens is currently under construction, construction for Dunsford Road is to commence late March, and Shepherds Hill will proceed in April 2024. A decision for Shelbourne Road is planned for March 2024 with implementation to follow, subject to approval.

### **Safe Streets**

- 7.11. Safe Streets covers the following project areas: safe junctions, safe corridors and safe crossings. As with all aspects of the Action Plan, the programme is evidence-led and priority, established in the Action Plan, was given to the most dangerous locations.
- 7.12. The junction protection project takes a strategic approach to improving sightlines between all road users by keeping the junction corners clear of parked vehicles 24/7. An assessment of all junctions located within 5 wards (Stroud Green, Highgate, Muswell Hill, Fortis Green, Alexandra Park) has been completed with statutory consultation undertaken for Fortis Green. Statutory consultation for Muswell Hill is due to commence in March 2024, whilst the remaining will be consulted upon in 2024/25. A rolling programme will commence for the remaining wards in the borough which will likely take two years, subject to funding being made available.
- 7.13. Collision analysis for the Lordship Lane corridor has been completed. As this road provides a key east-west connection for cyclists travelling between Wood Green and Tottenham, rather than looking at this in isolation, a holistic approach has been undertaken. A feasibility study has commenced looking at proposals that deliver both safety benefits targeting the collision hotspots and cycling aspirations for this corridor. As this progresses, engagement with residents, businesses and other stakeholders will be key to ensure the Council is listening to all views and arrives at proposals that offer a balanced scheme whilst delivering Council objectives and improving safety.
- 7.14. The Ferme Park Road corridor has been subject to complaints from residents for several years. Great progress has been made with proposals to reduce speeds through introduction of a 20mph zone, raised speed tables and dedicated crossings, consulted upon in 2023/24 with a decision expected in March 2024. Subject to the outcome of this, the construction of the scheme will commence in April 2024.
- 7.15. Collision analysis along a number of corridors and junctions that were listed in the Action Plan as the 30 most dangerous junctions (nodes) and corridors (links) commenced in 2023/24. The corridor studies will include all junctions within it and therefore capture any junctions that are also in the top 30 worst junctions in terms of their safety record. The corridors and junctions within them include White Hart Lane, High Road N22, High Road N17, Muswell Hill Road N10, Hornsey High Street N8 and Park Road N8. Again, once the collision analysis has been undertaken, if there are synergies with other programmes like cycling or bus priority, then safety improvements will be considered as part of these programmes. For White Hart Lane, in response to complaints and history of collisions at its junction with Douglas Road, interim measures were implemented in 2023/24. These include provision of buff coloured antiskid surfacing on both approaches to the bend to help emphasize the presence of the informal crossing at the bend and replacement of the existing kerb with trief kerb to help visually guide vehicles around the bend and away from the parked vehicles. In addition, the existing islands have been widened and bend warning signs upgraded. Appendix E contains before and after photos.
- 7.16. Where a corridor is not in the Road Danger Reduction programme for 2024/25 because it's not in the top 30 worst junctions or corridors, if measures are being



considered on this corridor or junction as part of another programme, then safety improvements and addressing any collisions at the location will be considered as part of the project.

- 7.17. Zebra crossings have also over the last two years been delivered at Colney Hatch Lane (between Greenham Road and Barnard Hill), Alexandra Park Road (between St Regis Close and Curzon Road), Wakefield Road and at 555 White Hart Lane. A zebra crossing was delivered in 2023/24 at Wolseley Road's junction with Park Road and the one on Park Road at the same junction has been relocated, both to address collision history. Appendix E contains before and after photos. A zebra crossing was consulted upon in White Hart Lane by its junction with Compton Crescent; the design for this is being reviewed in light of other proposals for the corridor and a decision for this is now likely to be taken in early 2024/25 with construction to follow, subject to its approval.
- 7.18. Zebra crossings were consulted upon in 2023/24 notably at West Green Road by Langham Road, Muswell Hill Road by Woodside Avenue, Perth Road by White Hart Lane, and two crossings serving The Willow and The Brook schools at Adam's Road. With these two schools, as this road is adjacent to the Broadwater Farm housing estate currently undergoing construction works, discussions have taken place with Housing Services and the proposals agreed following further engagement with the school. The housing project is contributing financially towards the scheme. Muswell Hill Road, and West Green Road zebra crossings have been approved, with the latter under construction, and the former commencing in March. Decisions for the Perth Road zebra and for Adams Road are due in March with construction to follow with both schemes expected to be completed in early 2024/25.
- 7.19. The Tottenham Lane /Ferme Park Road roundabout has been subjected to numerous collisions, most recently in late 2021 when a bus lost control striking a building on Chimes Terrace on Tottenham Lane. The Council has lobbied TfL through officers, Members and MP to extend its 91-bus route so that it doesn't need to turn around at the roundabout. This manoeuvre has resulted in buses and other large vehicles, on occasion, having problems turning around and, in doing so, have traversed close to the building on the southeast corner, striking the front and side façade of the building, resulting in some damage to that and the footway. TfL consulted last autumn on extending the 91-bus route and a decision from TfL on this is expected in March 2024. Following stakeholder engagement in 2022 and 2023, the Council is exploring the viability of removing the roundabout and replacing it with traffic signals. Funding for this was sought from TfL through the LIP process and an initial £200k granted for 2024/25. Subject to the outcome of the modelling exercise to signalise the junction and including in the proposals a safe way for pedestrians and cyclists to navigate the junction, the statutory consultation exercise is expected to commence in October/November 2024 with delivery commencing in February 2025 subject to the outcome of the consultation and approvals, as well as full funding to deliver the signal junction being secured from TfL.
- 7.20. Since the approval of the Action Plan, a dedicated programme has been set up to address road danger with the aim of contributing towards achieving Vision Zero. Other programmes being progressed and delivered , which sit outside of

this report, such as measures to make it safer to walk, wheel and cycle through provision of cycle lanes, parallel crossings, changes to traffic signals prioritising pedestrians and cyclists, School Streets, area-wide motor traffic reduction schemes, footway parking removal, keeping junctions clear of parked vehicles all help towards improving road safety and contribute towards achieving Vision Zero targets.

### **Safe Vehicles**

- 7.21. Progress on this has been lacking due to fleet management and maintenance straddling two directorates. This situation is to be addressed in 2024/25 by integrating responsibilities and a clear fleet strategy will be developed in-year. This will allow a joined-up and consistent approach with regards to fleet owned and operated by the Council and those that are contracted through external partners.

### **Safe Behaviours**

- 7.22. A communications plan was created for a cohesive look and feel for Vision Zero and included messages about road safety in Haringey People magazine, in social media, on street Clear Channel electronic boards, on internal screens (Alexandra House); and press releases. In addition, a series of tweets were posted for road safety week. See Appendix E for details.

### **Powered two-wheeler study**

- 7.23. With an increase in collisions involving powered two-wheelers (P2W) seen in 2021 when compared to previous years, the Council commissioned consultants WSP UK Ltd in October 2022 to analyse and study P2W collision data and, through engagement, investigate specific issues for P2W road users. Two workshops were held in January 2023, involving motorcycle groups, cycling groups, buses, and the Metropolitan Police. The first workshop focused on general measures that Haringey Council can take to make roads safer for P2W riders. The second workshop examined whether allowing P2W riders to use bus lanes on borough roads (currently permitted in two bus lanes) can be effective in reducing the risk to riders and other road users, specifically buses and cyclists who would be in these bus lanes.
- 7.24. Their key findings which are currently presented in a draft report are that the number of P2W collisions increased by 70% between 2017 and 2022. Most P2W riders involved in collisions sustain slight injury and involve a male aged 20-39, riding a motorcycle with an engine capacity between 50 and 125 cc.
- 7.25. In terms of where the collisions are occurring, a significant majority (39,9%) were recorded at T-junctions or staggered junctions. Further analysis suggested that P2W collisions with pedestrians tend to occur during the pedestrian phase at signalised junctions. Corridors with collision hotspots include the A10, A105 and A1. The Muswell Hill Road junctions with Cranley Gardens and Woodside Avenue were also P2W collision hotspots identified by the WSP study and improvement works at and between the junctions were identified and implemented. The works involved kerb re-alignments, reconstruction of traffic islands and anti-skid road surface treatments to calm traffic and enhance the safety of P2W movements through these junctions. Before and after photos are shown in Appendix E.

- 7.26. Table 2 above shows that, between 2017-2019, car occupants were the highest travel mode that were injured in collisions; however, the 2022 figures indicate that P2W surpassed the figures for car occupants. Whilst the collision data does not provide a greater level of detail on who these riders are, the increases may be attributed to a combination of greater self-reporting, and changes in travel patterns following Covid-19 pandemic especially with the surge in P2W-led deliveries taking place with the hospitality sector providing the greatest increase with companies such as Uber Eats, Deliveroo, Just Eat, etc exploding onto the market during the pandemic and remaining popular since then.
- 7.27. The next phase of the study is to interrogate the collision hotspots and, working with the motorcycle groups and the Metropolitan Police, arrive at site-specific interventions that can be implemented. With respect to the second part of the commission on whether to allow P2W in all Haringey's bus lanes, as expected, the views from stakeholders were split. With a small sample size to compare bus lanes (both, ones that permit P2W and ones that do not) in roads similar to Haringey's, there isn't a definitive view or recommendation that could be clearly garnered from the study. Further work is required on this which could include benchmarking bus lanes further afield in London and looking at collision data before and after P2W were permitted usage. Further work could also investigate the number of P2W collisions occurring on traffic lanes adjacent to bus lanes which do not permit P2W.
- 7.28. What is clear is that more work needs to be done with this vulnerable group, and targeted road safety campaigns and education will be undertaken in 2024/25. As the second phase of work progresses, the P2W groups will be invited to meetings including site visits at P2W collision hotspots in the borough and views from the Metropolitan Police contact for Haringey will be key as the police service has experienced P2W riders and understands how vulnerable they are on the roads. Where collisions are occurring on the TLRN, Council officers will lobby TfL to address safety for P2W at these locations.
- 7.29. Similar to the experience of P2Ws, most collisions occur on main roads and at junctions. The 2022 Cabinet report listed the 30 worst junctions (nodes) and corridors (links). These have been provided in Appendix D for ease of reference. This information was used to kickstart the junction and corridor programme in 2022/23 and the corridor studies currently underway under the dedicated Road Danger Reduction programme cover all the junctions and corridors in Appendix B except those covered by other programmes such as cycling and the Harringay Ladder Traffic and Transport Review. The latest data shows a similar pattern in terms of geography of where collisions occurred indicating that the top 30 worst junctions and corridors have largely remained the same and therefore working through this list is still appropriate.

### **Investment Plan 2024/25**

- 7.30. Appendix B of this report sets out the programme of delivery for 2024/25 with the expectation that there will be a new Strategic Community infrastructure Levy (SCIL) allocation for 2024/25. This is in addition to £0.868m carried over SCIL from 2023/24 (yet to be agreed by Cabinet as part of the outturn report and funds

secured from TfL under the Local Implementation Programme (LIP) programme (£0.4m)).

- 7.31. The Medium-Term Financial Strategy (MTFS) considered by Cabinet on 6 February 2024 set an annual allocation of £0.950m annually over the next five years for the Road Danger Reduction programme, totalling £4.75m for 2024/25 to 2028/29. The details of this funding are being finalised and will be confirmed later. The Council will work proactively with TfL to maximise future LIP funding. However, as the £0.4m from TfL - secured through recent lobbying by Cabinet Members - referenced in the preceding paragraph exceeded the £0.3m originally estimated and reported to Cabinet, the funding allocation for 2024/25 will be £1.050m.
- 7.32. In addition, developer-funded schemes will be delivered in 2024/25 through monies secured through S278 and S106 agreements and for bus priority schemes through the LIP allocation from TfL for £360k (separate to the allocation referred to above). All these funding streams together with other programmes such as for cycling and School Streets will help contribute towards Vision Zero.

## **8. Design, Consultation and Engagement**

- 8.1. The Council is committed to ensuring that local communities are informed of road danger reduction projects in their neighbourhoods. This will involve engaging with local residents, businesses and other key stakeholders – drawing upon their local knowledge and experiences, as well as providing data-led evidence to deliver the most appropriate solutions to achieve Vision Zero.
- 8.2. The proposals identified within this report will be developed in accordance with national, regional, local standards and best practise.
- 8.3. The level of engagement/ consultation / notification for projects is set out in Appendix C.
- 8.4. 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 signing and advance warning to minimise disruption and inconvenience associated with works.

## **9. Contribution to the Corporate Delivery Plan 2022-2024 High-Level Strategic Outcomes**

- 9.1. Road danger reduction supports the following high-level strategic priority outcomes contained within the Corporate Delivery Plan:
- Theme 1: Resident experience, participation and collaboration
- Positive Resident Experience
  - Inclusive Public Participation

Theme 2: Responding to the Climate Emergency

- A Greener and Climate Resilient Haringey
- A Just Transition
- A Low Carbon Place

#### Theme 8: Placemaking and Economy

- Placemaking

### 10. Carbon and Climate Change

10.1. Road danger reduction projects can positively contribute to carbon emission reduction and help mitigate climate change through various mechanisms. While the direct impact of road danger reduction projects on carbon emissions might not be as pronounced as other initiatives, they play a crucial role in promoting sustainable transport systems and influencing behavioural changes that collectively contribute to environmental benefits, as set out in the following examples:

- Promotion of active travel modes: the projects often focus on improving infrastructure for alternative and sustainable modes of transportation, such as walking, cycling, and public transport. Encouraging the use of these modes helps reduce reliance on individual car travel, which is a significant source of carbon emissions.
- Pedestrian and cyclist safety measures: by creating safer conditions for pedestrians and cyclists, projects encourage more people to choose these environmentally friendly modes of transportation. Increased pedestrian and cyclist safety can lead to a shift in transportation choices, reducing the overall carbon footprint.
- Education and behavioural changes: road danger reduction projects can include educational campaigns to raise awareness about road safety and promote responsible driving habits. A shift towards responsible and sustainable driving behaviour can lead to reduced fuel consumption and, consequently, lower carbon emissions.
- Integrated transportation policies: these projects are part of broader transport policies that integrate various modes of transport and promote a more efficient and sustainable transport network.

10.2. While each project may have a specific focus, the cumulative impact of these initiatives contributes to a more sustainable traffic network, ultimately playing a part in carbon emission reduction and climate change mitigation.

### 11. Transport policy objectives.

11.1. Investment in Road Danger Reduction projects help deliver policies and targets set within the Mayor of London's Transport Strategy (MTS). These policies and targets have since been adopted by Haringey through the Haringey Local Implementation Plan and Walking and Cycling Action Plan (2022):

- The MTS uses the [Healthy Streets Approach](#) to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.

- Mode share - 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)
- Physical activity - all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)

## **12. Statutory Officers' comments**

### **Finance**

- 12.1. Council at its budget setting meeting of 4<sup>th</sup> March 2024 included £0.950m of funding for the Road Danger Reduction programme in 2024.25, with £0.650m sourced from SCIL and £0.300m anticipated as the allocation from TfL. However, the actual allocation from TfL was £0.4m which will allow the overall budget for Road Danger Reduction programme to increase by £0.1m to £1.050m.
- 12.2. The overall level of investment proposed in the appendix assumes that Cabinet will agree to carry forward resources from 2023/24 into 2024/25. The carry forward of resources will be reviewed as part of the outturn report. As such, expenditure on schemes that are assumed to be funded from carry forward resources, should not be incurred until the carry forward is agreed.
- 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.

### **Procurement**

- 12.4. Not applicable

### **Legal**

- 12.5. The Assistant Director for Legal & Governance has been consulted on the preparation of this report and comments as follows.
- 12.6. The Council, as the traffic authority for the borough, has a statutory duty under section 39 of the Road Traffic Act 1988 to “prepare and carry out a programme of measures designed to promote road safety”.
- 12.7. This report seeks approval of the Road Danger Reduction Investment Plan for 2024/25 financial year to ensure it complies with its statutory duties under the Road Traffic Act 1988 which is a decision that Cabinet can take in accordance with the Council's Constitution.

### **Equality**

- 12.8. The Council has a Public Sector Equality Duty (PSED) 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 protected characteristics and people who do not

- Foster good relations between people who share those characteristics and people who do not
- 12.9. The three parts of the duty apply 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. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 12.10. An Equalities Impact Assessment (EqIA) was developed for the Road Danger Reduction programme (Appendix F).
- 12.11. The EqIA identified several disproportionate impacts that may occur on groups with protected characteristics because of the implementation of highways works associated with the Road Danger Reduction programme.
- 12.12. The key beneficial impacts relate to:
- Safer roads, less congestion and reduced levels of pollution are likely to benefit all people who live in the area but especially some of the protected groups, such as older and/or disabled people with respiratory illnesses, children and pregnant women. The programme is also anticipated to reduce the absolute disparities in road traffic injuries between the least and most deprived areas in the borough, especially among young people, who are more likely to be in danger than other age groups.
- 12.13. The key disbenefits relate to:
- Certain groups with protected characteristics who may have greater reliance on travel by car (e.g., some people with disabilities, the elderly) 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.
- 12.14. TfL's **newly published** Vision Zero Inequalities Dashboard tool which complements the [\*Inequalities in road danger in London \(2017-2021\) report\*](#), creates a new map of London that shows the stark levels of road traffic injury inequality in the capital. This shows how deprivation is linked to higher road casualty levels, reinforcing the need to target investment and improvements to protect those most vulnerable. The data shows that those living in the most deprived areas of Haringey are 1.4 times more likely to be killed or seriously injured than those living in the least deprived areas of the borough. It also shows that, within Haringey, people were 4 times more likely to be killed or seriously injured travelling around the most deprived areas of the borough than the least deprived areas. Furthermore, the 16–30-year age group living in the more deprived parts of Haringey are more likely to be involved in a serious collision or killed (0.043 per 1,000) than other age groups, followed by the 12–15-year age group (0.033 per 1,000 population).
- 12.15. TfL's report states that for serious injuries and fatalities, people walking in the most deprived locations are subject to the highest number of fatal and serious injuries per kilometre of road. The absolute disparity between people killed or seriously injured while walking in the most and least deprived areas is also the

highest, with 0.09 deaths or serious injuries per kilometre of people walking on the most deprived roads compared to 0.04 deaths or serious injuries per kilometre on the least deprived roads.

12.16. Haringey will work with TfL, health partners and key stakeholders to understand the causation of collisions in more depth in order to find solutions that redresses the balance when it comes to deprivation, age and other factors causing this disparity in road safety.

12.17. 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 A – Road Danger Reduction Progress Report
- Appendix B – Investment Plan 2024/25
- Appendix C – Consultation methods
- Appendix D – Collision data
- Appendix E – Examples of interventions delivered.
- Appendix F – Road Danger Reduction Programme EqIA

### **14. Background Papers**

- [March 2022 Cabinet - Road Danger Reduction Action Plan and Investment Plan for 2022/23](#)
- [Walking and Cycling Action Plan](#)
- [Corporate Delivery Plan](#)
- <https://www.minutes.haringey.gov.uk/mgIssueHistoryHome.aspx?IIId=78803>
- <https://tfl.gov.uk/corporate/safety-and-security/road-safety/vision-zero-for-london>
- <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>
- <https://new.haringey.gov.uk/council-elections/data-finance/about-haringey/haringey-facts-figures/haringeys-population-future-challenges>