

The Cabinet Agenda item:
On 16 October 2007

Report Title: **Cabinet Response to Scrutiny Review on Improving Road Safety in Haringey**

Forward Plan reference number (if applicable):

Report of: **Niall Bolger, Director of Urban Environment**

Wards(s) affected: **All**

Report for: **Key Decision**

1. Purpose


1.1 This report provides a Cabinet response to the recommendations from the Overview and Scrutiny Committee on the scrutiny review on Improving Road Safety. It sets out the recommendations of this review, provides a Cabinet response and a detailed action plan to take forward the agreed recommendations.

2. Introduction by Executive Member

2.1 Road safety is a very important issue in Haringey and we have made have great improvements in accident reduction in recent years. I welcome this review's contributing to furthering this work. This report details my response to the recommendations of the review and provides a detailed action plan to take them forward.

3. Recommendations

3.1 That the Cabinet welcomes the report of the Overview and Scrutiny Committee on Improving Road Safety in Haringey.
 3.2 That Cabinet agrees the attached response and proposed action as set out in Appendix 1.

Report Authorised by: **Niall Bolger, Director of Urban Environment** 

Contact Officer: **Beverley Taylor, Assistant Director of Streetscene**

4. Director of Finance Comments

- 4.1 A mix of internal and external funding is currently available for road safety projects within Haringey. The Council has agreed a specific capital investment programme for road safety measures amounting to £200k per annum for the last two years and £100k for the current year. There is further investment approved for borough roads and street lighting that has impact on road safety. The Streetscene PBPR contains a specific road safety capital bid of £400k for 2008/09, which will be considered as part of the capital budget process. The main source of external funding for road safety type projects is from TfL. This years allocation amounts to over £1.5m and includes local safety schemes, 20mph Zones, school travel plans, travel awareness and road safety education and training. The effective use of these resources has resulted in reductions to road accidents in recent years.
- 4.2 Most of the recommendations are agreed and can be implemented within existing resources. However, two are agreed subject to funding becoming available and these cannot be implemented until funding, either internally or externally, is clearly identified and agreed.

5. Head of Legal Services Comments

- 5.1 The Head of Legal Services Comments only on recommendations 3 and 4 (Maximising external funding opportunities) There is a statutory power in Section 93 Local Government Act 2003 for charging a person for discretionary services where no other power is available and a person agrees to pay. Accordingly, where a developer has a road safety issue in a development proposal identified and agrees to pay for the design of mitigation measures this may be settled at an early stage. This is in addition to the agreement for works where statutory powers to charge exist.
- 5.2 There is a new procedure for Planning Application forms to be introduced with effect from 1 April 2008 and extensive changes to the Town and Country Planning (General Procedure Development) Order 1995 which governs the application procedure. A report will be submitted to the Planning Committee when the details have been published. It is suggested that recommendation 4 be considered at that time
- 5.3 The proposed action in response to recommendation 3 is supported

6. Local Government (Access to Information) Act 1985

- 6.1 The following background papers have been used in the preparation of this report:
- Improving Road Safety in Haringey, Overview and Scrutiny Committee report 30

July 2007

- Haringey Council Plan 2007/10

6.2 For access to background papers or any further information please contact John Lapping on 0208 489 1714.

7. Strategic Implications

- 7.1 Improving road safety is a Council Plan priority with action agreed in the next three years to 2010 to maximise 20 mph and School Travel Plan schemes as part of our Local Implementation Plan, and targets set to reduce by 30 the numbers of people killed and seriously injured on our roads. This target reflects the Mayor of London's target and is also a CPA performance indicator.
- 7.2 The review by Overview and Scrutiny has made a wide range of recommendations aimed at improving the Council's work on road safety and delivering this casualty reduction target.

8. Financial Implications

- 8.1 Where recommendations of the scrutiny review are agreed and currently have no or inadequate funding, these will be addressed either as part of the Council's financial planning process or wherever possible through bids for external funding.

9. Legal Implications

- 9.1 No specific implications identified.

10. Equalities Implications

- 10.1 Road safety is an important issue in addressing inequality. National research has shown that accidents tend to be higher amongst more vulnerable group and are linked to deprivation. These patterns are reflected in Haringey's pattern of accidents and casualties.

11. Consultation

- 11.1 The scrutiny review included consultation with a wide range of stakeholders.

12. Background

- 12.1 A Scrutiny Review on Improving Road Safety in Haringey was set up in January 2007 and completed in June 2007. The primary focus of the review was to look at the challenges facing the Council and its partners in the delivery of road safety solutions both in terms of engineering safety solutions and training and education initiatives.

12.2 The detailed objectives of the review were:

- To determine whether the Council was meeting the government and London Mayor's targets on road safety.
- To gain a better understanding of the work currently undertaken by the Council and its partners.
- To reduce the number of killed and seriously injured (KSIs) road casualties in Haringey.
- To assess the Council's partners' and stakeholders' understanding of the government's targets and their implications for Haringey.
- To determine whether Haringey Council and Transport for London are providing and allocating resources to the best effect with particular regard to initiatives aimed at reducing road accidents resulting in high severity casualties.
- To assess the Council's effectiveness in ensuring that potential external funding is maximised wherever possible particularly the use of Sections 106 and 278 Agreements.
- To learn of new and transferable initiatives, which are not currently used in the borough and which may help to reduce the number of high severity casualties and help to inform any future road safety activities.

12.3 The review collected a wide range of evidence from different sources including Transport for London, who currently provide funding primarily for traffic safety schemes and road safety education, training and publicity; the Highways Service who deliver the traffic engineering schemes and road safety education; the Borough Fire Commander; Children and Young Peoples Services, local schools and Living Streets Haringey.

12.4 The review recognised that road safety success is usually measured by progress in achieving casualty reductions and, generally, the Council has been successful in moving towards meeting the casualty reduction targets. However, the review also concluded that finding solutions is not always easy. Road safety is a complicated topic involving a range of agencies, including judicial, educational, health and enforcement, different areas of delivery including education, engineering and enforcement and many facets of human behaviour.

12.5 The detailed recommendation of the review are set out in Appendix 1, together with a suggested response from the Cabinet and proposed further action with timescales. Of the 17 recommendations, only one, Recommendation 6, is not agreed and that is the proposal to transfer funding of the school crossing patrol service to Children's and Young People's Services. One is part agreed and two more agreed subject to funding. If agreed by the Cabinet, the proposed action will be taken forward as part of the Streetscene Business Plan in 2008/9.

13. Conclusion

13.1 Road safety is an important council priority and the Scrutiny Review report has provided a useful contribution to taking forward action on this topic. It is recommended that the Cabinet welcome the contribution of the review and agree the response and action plan in Appendix 1.

14. Use of Appendices

- 14.1 Appendix I: Action Plan for Implementing the Scrutiny Review on Improving Road Safety in Haringey.

APPENDIX ONE

Action Plan for implementing the recommendations of the Scrutiny Review on improving Road Safety in Haringey

No.	Recommendation	Cabinet response	Proposed action	Timescale
Funding				
1	Where the department has achieved LPSA stretched targets the Cabinet should ensure that any financial bonus awards be retained within the Road Safety Section.	Agree. The LPSA targets for accident reduction were achieved. Funding has been allocated as part of the Capital budget process. During the previous three years we have received £200,000 and a further increased bid of 400,000 has been submitted for 2008/09.	No further action.	N/A
2	That officers adhere to the annual timetable for bidding set by TfL. Beginning start of the academic year (June) the Road Safety Team should compile a list of projects for which they propose to submit for LIP funding. In January of each year they prioritise and start to write the basic format/outline for submission in February for the council's internal process. Training and support should be provided for officers as appropriate to ensure the bid documents are timely and robust. This could produce sufficient funds for employing the additional resources identified within the Road Safety Team.	Part agreed. Council officers adhere to the guidance prepared by TfL on Local Implementation Plan funding submissions and meet the deadlines imposed on the Council. The submissions at this stage are indicative rather than detailed. It would however be possible to submit more detailed submissions if resources were secured to employ a dedicated accident investigation officer. In most cases i.e. Local Safety Schemes, 20mph Zones, Road Safety Education resources, walking and cycling campaigns/projects schemes the outline for submissions is completed by February. However, with School Travel Plan bids, it is not possible to put in a detailed bid until after schools have completed their yearly School Travel Plan review, which is due in March of each year. It is often the case that additional funding is secured during the fiscal year. This year we have secured an additional £52k funding for our Travel Plan Programme. This is achieved through our close links with the TfL Travel Plan Team and training days staff	Compile a list of projects for which it is proposed LIP funding will be applied for Prioritise projects & write the basic format / outline	June (annually) January

No.	Recommendation	Cabinet response	Proposed action	Timescale
		have attended to assistant in the development of robust funding submissions.		
Maximising external funding opportunities				
3	With reference to Section 278 Agreement the department must ensure that developers bear the complete cost for works to the highway. There must be no departure from this practice.	Agree. The department obtains funding from developers through the Section 278 process in advance of works being undertaken. For major developments where the funding requirement through a Section 278 is likely to be significant we will be requiring developers to provide a bond which will enable funds to be secured in the event of a developer defaulting on payments on partially implemented schemes.	Continue to obtain funding from developers for S278 works in advance of works. Request bonds from developers where significant amounts of funding are involved.	Ongoing December 07
4	That all applications going before the planning committee should have a specific comment from the Planning Department on whether a section 278 agreement has been considered. This must be piloted and reviewed after 12 months to monitor the outcome and assessment of funding and other measures to enhance road safety in the area.	Agree. Although the need for a Section 278 agreement is determined by the nature of the proposed development it is agreed that all applications should contain a section to confirm if it has been considered. Other sources of funding such as Section 106 obligations can also be used to enhance road safety in an area and similar considerations should be given to this section agreement .	Revise applications to include Section 278 and 106 considerations	December 07
Education and training				
5	The Director of Children & Young People's Services should ensure that: (a) All Head Teachers nominate an appropriate person to act as a Road Safety Champion, with responsibility for co-ordinating all road safety	(a) Agree. While the Director does not have authority to mandate head teachers and governing bodies on such matters, in practice most schools already have a person responsible for Health and Safety issues within the school. It would make sense therefore that the same person could take	(a) In the next Road Safety Newsletter we have asked for schools to nominate a Junior Road Safety Officer. When we get	December 07

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	<p>activities including delivery of road safety education. Consideration should be given as to whether the Road Safety Champion should be trained in road safety awareness generally.</p> <p>(b) A policy should be developed to formalise a planned and progressive programme of road safety education within schools to ensure that every student at key stages are aware of road safety.</p> <p>(c) Where a school travel plan has been implemented the Head teacher should ensure the school Road Safety Champion submit the School travel Plan or yearly review as required.</p> <p>(d) The Wellbeing and Sustainability manager should have a strategic overview/responsibility for ensuring that the recommendations are implemented.</p>	<p>responsibility for Road Safety issues.</p> <p>Road Safety Officers already carry out In Service Training (INSET) relating to the use of new resources this could be expanded to encompass mainstream road safety issues.</p> <p>(b) Agree. This would require more curriculum time to be devoted to Road Safety. Whilst road safety is dealt with within Citizenship and Personal and Social Health Education it is unlikely that schools would give up more curriculum time for planned and progressive road safety sessions for every student.</p> <p>(c) Agree. It should be noted that it is not always the case that the Head teacher is the person who leads on the development of the Road Safety Travel Plan. It could be the chair of governors, or even an enthusiastic parent. However the point is well made that continuity is vital as an STP is an ongoing document.</p> <p>(d) Agree. This should already be the case the Wellbeing and Sustainability manager should be commenting on strategy documents and liaising with all involved agencies.</p>	<p>replies we will liaise with the dedicated member of staff</p> <p>(b) Investigate possibility of developing a policy to formalise road safety education in schools.</p> <p>(c) Reviews are already carried out in March/April each year.</p> <p>(d) Continue to ensure that the Wellbeing and Sustainability Manager ensures that recommendations are implemented.</p>	<p>TBC</p> <p>March/April</p> <p>Ongoing</p>
6	<p>The funding of the school crossing patrol service should be transferred to the Children and Young Peoples Services who should negotiate a service level agreement with Highways for delivery of this service.</p>	<p>Not agreed. The expertise for running the service within the Traffic and Road Safety group i.e. membership of focus groups, access to national bodies and guidelines etc. In this context it is not considered appropriate to transfer the role to another service.</p> <p>The annual cost of providing this service is</p>	<p>Further discussions with Highways and the Children's and Young Peoples Service for delivery of school crossing patrol service.</p>	<p>December 07</p>

No.	Recommendation	Cabinet response	Proposed action	Timescale
7	<p>That Road Safety Officers ensure that that priorities for road safety education focuses on 12 to 15 yrs age group and that national campaigns are complemented and re-enforced at local level. However this should not be to the detriment of young people in the borough who need a firm foundation in road safety education to build on when they become teenagers.</p>	<p>approximately £115k. This is currently funded by the Traffic and Road Safety budget. The majority of this cost is salaries for the employment of 20 crossing patrol officers and one supervisor. The costs include recruitment and training, equipment i.e. uniforms, poles, risk assessments, site surveys and CRB checks.</p> <p>If further locations for crossing patrols officers are identified an agreement should be reached between Highways and the Children and Young Peoples Service (CYPS) on whether CYPS would fund the additional resources.</p>	<p>Disseminate TfL educational material to local senior schools.</p> <p>There is a need to research available material and produce a package which schools can deliver to pupils with RSO's acting as facilitators</p>	September 08
		<p>Agree. The Council's road safety officers offer schools transition materials every year which are designed to equip young people who are moving from Key stage two to Key stage three in the skills and strategies to deal with road safety situations in their new senior school environment. We have also taken advantage of Transport for London's Theatre in Education workshops which deal with the issues of responsibility and peer pressure when near roads for years 7 and 8 for the last three years and for 2008. New materials are being developed for this age group by TfL and others. We will be seeking this material and disseminate them throughout local senior schools.</p> <p>It should be noted however that the 12 to 15 year age group are a notoriously difficult age group to engage with in terms of road safety education. They consider themselves too old to learn about crossing strategies such as the green cross code and are of course too young to relate to issues such as safe driving and being in control of a vehicle.</p>		

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8	That the Safer Neighbourhoods Police Teams be involved in road safety training and work closely with officers from the safer schools unit who have an officer in Secondary Schools. They should also ensure that they communicate on a regular/informal basis with all school crossing patrols in their area.	Agreed. The Council's Road Safety team has already met with Safer Neighbourhoods Officers and will be helping to train and resource the police teams. There has also been a meeting with Safer Neighbourhoods Sergeants to explore borough wide road safety initiatives. Some walkabouts in various areas of the borough have been undertaken by R.S.O's and neighbourhood sergeants.	Help train and resource Safer Neighbourhoods Police teams. Training has been set up for 20 Neighbourhood officers for April 2008	April 2008
9	The panel is not concerned if the target for the Walking Bus scheme is not achieved. However the service should consider whether officer time and resources should be put to better effect elsewhere on more effective road safety schemes.	Agreed. The promotion of walking buses will continue within the School travel Plan Team but will no longer have a dedicated officer. There are 14 schools in the borough which have bid for extra funding from TfL to set up walking buses. The School Travel Plan team are engaging with these schools to establish walking buses. Walking bus schemes are not solely aimed at improving road safety. The value of such schemes also lies in encouraging more sustainable travel to and from school.	Continue to engage with schools that have bid for funding from TfL to set up walking buses. Funding must be utilised by April 2008	April 2008
The London Accident Prevention Council				
10	The Council ensure that Councillors who have been nominated to represent the Council on external bodies attend meetings or where appropriate provide a substitute. The London Accident Prevention Council has recently reviewed its constitution and allows for three representatives from each authority, one elected councillor, one Road Safety Officer and one individual with an interest in road safety. The representatives attending should feedback to officers on any new projects or bids etc.	Agreed. Meetings will be set up for the nominated councillor to meet regularly with officers attending the LAPC. A Council Road Safety Officer is now the LAPC'S publicity officer which offers scope to obtain information on best practice and future funding opportunities. The Road Safety Team Leader also regularly attends the Local Authorities Road Safety Officers Association London Group meetings.	Ensure that officers attending LAPC and other meetings feed back to officers on new projects or bids etc.	Ongoing

No.	Recommendation	Cabinet response	Proposed action	Timescale
New and transferable initiatives				
11	After evaluating the pilot scheme to use school children to conduct surveys with drivers in Woodside and the White Hart Lane Area consideration should be given to roll out the scheme to schools who have reported issues with speeding traffic.	Agreed. Discussions have taken place between the Inspector responsible for Safer Neighbourhoods and the Council's Road Safety Team Leader with a view to formalising a scheme for the borough. Information on similar schemes in other areas have been given to the safer neighbourhoods teams to research. This scheme should be primarily driven by the Police as it focuses on traffic issues and has elements whereby there is a need to stop traffic on the highway. The Council's Road Safety Team can supply information about speeding issues when it is highlighted in the School Travel Plan.	Evaluate pilot scheme. Engage with Police for possible roll out of pilot scheme Depending on results of evaluation, roll out scheme to other schools.	January 2008
Road Safety Strategy Group				
12	That the cabinet take steps to re-establish the Road Safety Strategy Group. Once the group has been formed officers should liaise and visit other authorities. The chair has indicated his willingness to attend any visit arranged. The group must include representatives from the Metropolitan Police, Fire and Rescue Service, Ambulance Service, Children and Young Peoples Service, Haringey Primary Care Trust and the Councils Traffic and Road Safety Group. Meetings should be scheduled on a quarterly basis.	Agreed. This Group will be set up to be part of the Better Places Partnership. A list of prospective participants is being put together. Decisions will be made on the frequency and location of the meetings. An initial meeting will include consideration of terms of reference and the role of participants within the Strategy group.	Agree list of participants in Road Safety Strategy Group. Hold quarterly meetings. Agree terms of reference and role of participants.	April 2008
13	The remit of the Haringey Youth Service should be widened to include road safety awareness.	Agreed. The Youth Service is currently implementing a major review of its functions and organisation. The Council's Road Safety Officers within the Traffic and Road Safety Group will liaise with the Youth Service to consider the feasibility of this proposal in the context of the implementation programme.	Liaise with Youth Service to consider the feasibility of this proposal.	April 2008

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14	<p>Better Haringey has launched The Junior Wardens Programme to raise environmental awareness among key stage two students. Traffic and Road Safety Group should liaise with Better Haringey to negate areas of duplication. The panel recommends that the aims of the programme should widen to include road safety awareness among this age group.</p>	<p>Agreed. This scheme could easily be amalgamated with TfL's Junior Road Safety Officer scheme. It is intended to advertise this scheme in the next road safety newsletter. Road Safety Officers are currently researching the scheme and will liaise with Better Haringey to ensure non duplication of work.</p>	<p>Advertise scheme in next road safety newsletter.</p>	<p>October 2007</p>
Road Safety / speeding traffic yellow lines				
15	<p>That the Cabinet reinforce it's commitment to 20mph schemes around schools. That existing markings should be repainted; clearly signed and placed in a schedule for regular maintenance.</p>	<p>Agreed, subject to funding. The Council is committed to extending 20mph zones throughout the Borough to meet targets to reduce road accident casualties. Progress on this depends on the availability of external funding, typically from TfL through the annual Local Implementation Plan funding submission. In addition we will implement proposals for 20mph zones outside schools in advance of area-wide 20mph subject to the availability of funding.</p> <p>Planned regular maintenance for lines is subject to the Council's capital budget for planned highways maintenance and will be addressed as part of the business planning for 2008/9.</p>	<p>Continue to apply for funding for 20mph zones.</p> <p>Identify ongoing maintenance of road markings as part of Highways Planned Maintenance capital budget.</p>	<p>Ongoing</p>
16	<p>The panel understands that road safety enhancements will be carried out on TfL's road network including enhancements to the A10 (north/south route) and A502 Seven Sisters Road. The panel recommends that Highways work closely with TfL. To ensure:-</p> <p>That works on TfL's road network include the removal of street clutter as an example of what could be achieved.</p>	<p>Agreed. We will seek support from TfL to remove unnecessary street clutter. TfL has recently adopted Streetscape design guidance which includes a commitment to reducing such clutter where appropriate. The design of traffic signals includes an estimate of time for an average person to cross the road safely. Newer puffin crossings allow additional time as it adjusts green man time to the speed and number of pedestrians crossing. The number of buses stopping at a single bus stop is influenced by TfL's own guidance. TfL are responsible for the location of bus stops. However, we hold regular</p>	<p>Seek support from TfL to remove unnecessary street clutter.</p> <p>Raise concerns regarding specific bus stops at regular liaison meetings with TfL Buses.</p>	<p>Ongoing</p>

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	<p>That where possible the phasing of traffic lights should be such that pedestrians are given ample time to cross the road safely.</p> <p>Consideration should also be given to ensure that bus stops are placed some distance apart so that travellers are not waiting for six or seven buses at a single stop.</p>	<p>liaison meetings with TfL Buses at which bus stop issues are discussed and concerns raised in relation to particular bus stops.</p>		
17	<p>The Panel recommends that the department should complete without delay the introduction of double yellow lines at junctions/corners across the borough, ensuring that the legal process for the whole borough is completed by one action and not on a piecemeal location by location basis. Physical works should start with the most deprived wards and progress until the borough has 100% corners/junctions completed. Enforcement will be self funding on a 24 hour 7 day per week by SMART cars.</p>	<p>Agreed, subject to funding. This recommendation can be progressed subject to the necessary funding becoming available. This is included in the budget planning process for 2008/09.</p>	<p>Identify funding for introduction of junction parking restrictions.</p>	<p>April 2008</p>