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| Funding | | | | | |
| 1 | Where the department has achieved LPSA stretched targets the Cabinet should ensure that any financial bonus awards be retained with 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 | None |
| 2 | The 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 | <p>Part agreed. Council officers adhere to the guidance prepared by TfL on Local Implementation Plan funding submissions and meet the deadlines imposed by the Council. The submissions at this stage are indicative rather than detailed.</p> <p>It would however be possible to submit a more detailed submission if resources were secured to employ a dedicated accident investigation officer.</p> <p>In most cases i.e. Local Safety Schemes, 20pmh Zones, Road Safety Education resources, walking and cycling campaigns/projects schemes the outline for submission is</p> | <p>Compile a list of projects for which it is proposed LIP funding will be applied for.</p> <p>Prioritise projects & write the basic format/outline</p> | <p>June (annually)</p> <p>January</p> | <p>The LIP funding submission to TfL for 2009/10 is due 13 June. Schemes have been developed for Junior Citizens scheme, Senior Citizens scheme, production of road safety newsletter and In Car Safety awareness. The schemes have been developed following TfL guidance sent to boroughs in March 2008.</p> |

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| | the additional resources identified within the Road Safety Team. | <p>completed in February. However, with School Travel Plan bids, it is not possible to put in a detailed bid until after schools have completed yearly School Travel Plan review, which is due in March of each year.</p> <p>It is often the case that additional funding is secured during the fiscal year. This year we have secured an additional £522k funding for our Travel Plan Programme. This is achieved through our close links with the TfL Travel Plan Team and training day's staff have attended to assist in the development of robust funding submissions.</p> | | | |
| 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 | <p>Continue to obtain funding from developers for S278 works in advance of works.</p> <p>Request bonds from developers where significant amounts of funding are</p> | <p>Ongoing</p> <p>December 07</p> | We require Section 278 agreements for developments involving significant highway related works. As at June 2008 there are no current section 278 agreements to be implemented in 2008/9. |

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| | | defaulting on payments on partially implemented schemes. | involved. | | As there has not been any significant works requiring a S278 agreement no bonds have been required but will be required for larger developments. |
| 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. | <p>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.</p> <p>Other sources of funding such as Section 106 obligations can be also used to enhance road safety in an area and similar considerations should be given to this section agreement.</p> | Revise applications to include Section 278 and 106 considerations | December 07 | Written highway and transport responses to planning proposals have not yet included specific comments on necessity for section 278 agreements although the necessity for a S 278 agreement is considered as part of the assessment of a development proposal and no section 278 agreements have been required recently. Section 106 contributions are considered for all developments other than the most minor ones. |

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| Education and training | | | | | |
| 5 | <p>The Director of Children and Young Peoples Services should ensure that:</p> <p>a) all Head Teachers nominate an appropriate person to act as a Road Safety Champion, with responsibility for co-ordinating all road safety 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</p> | <p>a) Agree. While the Director does not have the 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 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 within Citizenship and Personal Social</p> | <p>a) Agree. In the next Road Safety Newsletter we have asked for schools to nominate a Junior Road Safety Officer. When we get replies we will liaise with the dedicated member of staff.</p> <p>b) Investigate possibility of developing a policy to formalise road safety</p> | <p>December 07</p> <p>TBC</p> | <p>a) Through publicising the Junior Road Safety Officer scheme in the section newsletter, 6 responses have been received from schools that are interested in engaging their pupils in this scheme.</p> <p>There are 3 schools now engaged and inductions booked for the remaining 3.</p> <p>b) Road Safety Officer's are keen to meet representatives of Children and Young Peoples services to</p> |

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| | <p>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 Road Safety Champion submit the School Travel Plan or yearly review as required.</p> | <p>and 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 on-going document.</p> | <p>education in schools.</p> <p>c) Reviews are already carried out in March/April each year</p> | <p>March/ April</p> | <p>formulate a Road Safety educational policy that addresses all key stages. RSO's will consult other boroughs at LAPC/Institute meetings to share best practise on how this can be achieved. Dec 08</p> <p>c) The School Travel Team are working with all schools to re-write or monitor School Travel Plans. The Head teacher and Chair of Governor signs off the travel plan document which indicates the schools commitment to implement the measures/initiatives stated in the travel plan. The team also encourage all schools to apply for the School</p> |

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| | <p>d) The wellbeing and sustainably manager should have a strategic overview/responsibility for ensuring that the recommendations are implemented.</p> | <p>d) Agree. This should already be the case the Wellbeing and Sustainably Manager should be commenting on strategy documents and liaising with all involved agencies.</p> | <p>d)Continue to ensure that the Wellbeing and Sustainability Manager ensures that recommendations are implemented.</p> | <p>Ongoing</p> | <p>Travel Plan Accreditation Scheme which is aimed at rewarding and sustaining schools who have a travel plan.</p> <p>d) There are strong links between the School Travel Plan and Healthy Schools team at both a strategic and operational level. Both teams share the remit of raising levels of physical activity and encouraging safe practices around road use. This is reflected by the joint working enjoyed by both teams via the Healthy Schools Physical Activity Working Group, and by shared participation in conferences and other activities. The School Travel Plan team is</p> |

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| | | | | | <p>part of the Healthy Schools Quality Assurance Group which monitors the schools going forward for Healthy School status. One of the criteria a school needs to meet in order for it to become a Healthy Schools is that it has an updated School Travel Plan. The School Travel plan team regularly communicates the status of schools with regards to their STP, which informs the decision about awarding Healthy School status.</p> |
| 6 | The funding of the school crossing patrol service should | Not agreed. The expertise for running the service within the Traffic | Further discussions with Highways and | December 07 | There are currently 18 school crossing patrol |

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| | <p>be transferred to the Children and Young People Services who should negotiate a service level agreement with Highways for delivery of this service.</p> | <p>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 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 assessment, site surveys and CRB checks.</p> <p>If further locations for crossing patrols offers 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>the Children's and Young Peoples Service for delivery of school crossing patrol service.</p> | | <p>officers in post with 6 sites vacant.</p> <p>There is an ongoing recruitment campaign with support from local schools. Recruitment of patrols in the West of the borough has proved difficult.</p> |
| 7 | <p>The Road Safety Officers ensure that priorities for road</p> | <p>Agree. The council's road safety officers offer schools transition</p> | <p>Disseminate TFL educational material</p> | <p>September 08</p> | <p>The 'Next Generation' is a new proposal road</p> |

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| | <p>safety education focuses on 12 to 15 yrs age group and that national campaign 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>materials every year which are designed to equip young people who are moving from 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 years 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> | <p>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 R.S.O's acting as facilitators.</p> | | <p>safety officer's are currently working on in partnership with the Metropolitan police.</p> <p>This project would support the national curriculum process by allowing experts to deliver advice in a safe & practical situation.</p> <p>The scheme will focus upon the specific themes of young drivers, knife crime, arson and drugs.</p> <p>It is proposed to run the Next Generation scheme initially for one week in October 2009, catering for approximately 600 13/14 year olds from schools borough wide.</p> <p>RSO's are organising two TfL theatre in</p> |

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| | | | | | education tours for borough secondary schools next academic year. 'Wasted' which tackles the issues of young road users and drugs will be premiered in the borough for the very first time in 2009 |
| 8 | That 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 schools crossing patrols in their area. | Agreed. The councils 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 | In November 2007, Road Safety Officers held a training session for Safer Neighbourhood Police teams to provide an insight into Road Safety education. This training initiated many opportunities for partnership working, One example is a safety initiative outside schools to highlight the dangers of parents/carers stopping outside school gates. This |

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| | | | | | initiative has been very well received in 5 borough schools with a large number of schools interested in phase two. Sept 08 |
| 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 team do not have a dedicated officer for walking buses however the responsibility for the implementation lies in within the travel plan team. The team have recently launched their 2 nd walking bus and continue to work with a further 6 schools who have identified this in their travel plan or have received DfT funding to set this up. |
| The London Accident Prevention Council | | | | | |
| 10 | The council ensure that councillors who have been nominated to represent the council on external bodies | Agreed. Meetings will be set up for the nominated councillor to meet regularly with officers attending the LAPC. A Council Road Safety | Ensure that officers attending LAPC and other meetings feed back to officers on | Ongoing | Haringey's RSO continues her role as Publicity Officer for LAPC. |

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| | <p>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.</p> | <p>Officers now the LAPC'S publicity officer which offers scope to obtain information on best practice and future funding opportunities.</p> <p>The road safety team leader also regularly attends the local authorities road safety officers association London group meetings.</p> | <p>new projects or bids etc.</p> | | <p>Attendance of themed conferences and meetings has provided unique opportunities to view road safety issues from a much wider perspective.</p> <p>Current LAPC projects include:</p> <ul style="list-style-type: none"> -providing input into the production of a young road users & drugs leaflet which will be available to secondary schools across London in July 2008. -Lobbying to government for a change in licensing laws. (Many reports indicate that a high percentage of Eastern European drivers are driving illegally without |

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| | | | | | a valid drivers licence). This issue has been raised at a local level with a ward Sergeant who is actively looking at ways to combat this underlying problem in Haringey. Ongoing |
| 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 Councils 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 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 Councils 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 | This scheme is best served by the police. Road Safety Officer's will investigate this initiative further by raising it at the next safer neighbourhood meeting, and provide assistance and support when necessary. July 2008. Department for Transport funded Community project in partnership with Enfield Council - More than 6,000 attendees |

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| | | | | | <p>of a popular north London Islamic centre will be given targeted advice on road safety following a successful funding bid. The funding will pay for two part time workers over a two year period. 08 – 10.</p> <p>Child Pedestrian Training – Following completion of a three-year successful Kerbcraft scheme (Child Pedestrian Training) funded by the Department of Transport, Haringey have sustained this programme by employing the Officer to expand the scheme further into the Borough. 4 new School's are now engaged in this training scheme.</p> |

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| 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, Haringey primary Care Trust and Councils Traffic and Road Safety Group. Meeting 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 | The list of participants in the Road Safety Strategy Group has been agreed. An initial meeting has been set up for 23 May with the intention to hold quarterly meetings. The first meeting will consider the terms of reference and the role of participants. |
| 13 | The remits 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 | RSO's will identify and liaise with youth workers to include Youth groups in road safety educational performances where appropriate. Dec 08 |

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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. The 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> | <p>The team have not made any links with Better Haringey's Junior Wardens team at present however as there are clear links this will be a possibility for the future.</p> |
| <p>Road Safety/ speeding traffic yellow lines</p> | | | | | |

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| 15 | <p>That the cabinet reinforce its 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 Implement proposal 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 2008/09</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> | ongoing | <p>Funding for maintenance of School Keep Clear road markings and signs has been secured and a maintenance programme is currently 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>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 and estimate of time for an average person to cross the road safely. Newer puffin crossings allow</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> | ongoing | <p>The Council has prepared its own Streetscape Design manual which seeks, inter alia, to reduce street clutter promote and accessibility for all. We are currently undertaking a major improvement to</p> |

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| | <p>That works on TfL's road network include the removal of street clutter as an example of what could be achieved</p> <p>That where possible the phasing of traffic lights should be such that pedestrians are given ample time 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>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 liaison meetings with TFL Buses at which bus stop issues are discussed and concerns raised in relation to particular bus stops.</p> | | | <p>Tottenham Town Centre. The works include improving accessibility and reducing unnecessary street furniture.</p> <p>Issues on the location of bus stops are discussed at regular liaison meetings with TfL Buses. Recently an additional bus stop was put in on Lordship Lane to address overcrowding on the footway following concerns raised by the Council.</p> |
| 17 | <p>The panel recommends that the department should complete without delay the in introduction of double yellow lines at junctions/corners</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</p> | <p>Identify funding for introduction parking restrictions.</p> | <p>April 2008</p> | <p>The Highways Group are currently investigating the possibility of drafting a blanket Traffic</p> |

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| | <p>across the borough, ensuring that the legal process for the whole borough 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>2008/09.</p> | | | <p>Order that will permit the introduction of at any time waiting restrictions at all junctions in the borough. The Order would however have to take into account existing at any time restrictions at junctions and the maximum length that would be required. This study will be completed in September 08. We would then need to identify actual lengths at specific locations for implementation. Progress on this will depend on the availability of resources.</p> |