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FOREWORD

Too many people are killed or injured on our roads each year. The cost of these road collisions is both economic and personal to a victim's friends and family. On a very conservative estimate, road casualties in Haringey cost the country £87m in 2003 alone. There is therefore a very strong economic case for their reduction. We are committed to reducing the numbers of road casualties on our roads. This Road Safety Plan sets out how we will approach this task and the measures and actions we will be undertaking over the next 3 years.

Our work cannot be carried out alone. For this reason we have established a Road Safety Partnership with participation from Transport for London, the Police, fire brigade and other organisations. This partnership will review progress and agree joint action. We will be reviewing the progress of the Plan at the end of each year.

There are issues we need to face in implementing our Plan: around a quarter of all road collision injuries occur on Transport for London's road network and we have data showing a clear link between the number of road casualties and the level of deprivation.

Actions to reduce the number of road collision casualties cannot be divorced from our transport policies to encourage more walking and cycling. We need to make our road network safer for all users to help people reduce the amount of car usage.

This Road Safety Plan will be updated annually.

Cllr Ray Dodds
Lead Member for Environment

6.1. INTRODUCTION

6.1.1. Many people would consider the safety of our roads is an important issue for the Council to tackle. We believe that improving the safety of our road network and working with Transport for London to introduce measures on its road network is fundamental to encouraging more walking and more cycling in the Borough.

6.1.2. One of our guiding principles as set out in the UDP is to support safe and easy movement around the Borough. We recognise that our road network is limited in capacity and there are potential conflicts between users of the road network space. We need to balance this demand for road space to ensure the safety of vulnerable road users such as pedestrians, cyclists and children.

6.1.3. Our Road Safety Plan has not been drawn up in isolation from other plans and strategies. The Mayor's London Plan requires Haringey to provide about 19,000 additional households over the next 15 years or so. This will increase car ownership and usage in the Borough. We have aspirations for developing the east of the Borough to reduce the levels of deprivation that is amongst the highest in the country. The London Plan designates Tottenham as an Opportunity Area. The development of Haringey Heartlands is also encouraged in the Plan. The challenge is to facilitate this development which is likely to lead to additional pressure on our road network whilst improving the safety of that road network.

6.1.4. Our high priority to improve the safety of the road network is reflected in our commitment to a Local Public Service Agreement. This sets a stretched target for reducing killed and seriously injured casualties by 2006.

6.1.5. Although this Plan relates to reducing actual road collision casualties, the Council is committed to supporting road danger reduction and is a member of the Road Danger Reduction Forum [RDRF]. This seeks to reduce danger at source, through controlling the main source of threat – motor traffic. A more benign road environment can be created which will encourage the use of more sustainable modes such as walking and cycling.

6.1.6. The aims of the RDRF are to:

1. Seek a genuine reduction in danger for all road users by identifying and controlling the principle sources of threat.
2. Find new measures to define the level of danger on our roads. These would more accurately monitor the use of and threat to benign modes.
3. Discourage the unnecessary use of private motor transport where alternative benign modes or public transport are equally or more viable.
4. Pursue a transport strategy for environmentally sustainable travel based

on developing efficient integrated public transport systems. This would recognise that current levels of motor traffic should not be increased.

5. Actively promote cycling and walking, which pose little threat to other road users, by taking positive and co-ordinated action to increase the safety and mobility of these benign modes.

6. Promote the adoption of this charter as the basis of both national and international transport policy.

6.2. POLICY CONTEXT

National

6.2.1. The Government published its road safety strategy in March 2000 in "Tomorrow's Roads – Safer for Everyone". This included the targets to be achieved by 2010, based on an average for 1994 – 1998, are:

- A 40% reduction in the numbers of people killed or seriously injured
- A 50% reduction in the numbers of children killed or seriously injured
- A 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

London

6.2.2. The Mayor published the London Road Safety Plan in November 2001. This set out London targets in addition to the national targets. These targets, to be achieved by 2010, are as follows:

- 40% reduction in pedestrian killed and seriously injured casualties
- 40% reduction in cyclist killed and seriously injured casualties
- 40% reduction in powered two wheeler casualties

6.2.3. A priority area in the Local Implementation Plan is road safety. As part of the LIP boroughs are required to review road safety around all primary and secondary schools by 2008. Where these reviews show these to be necessary, 20mph zones or other safety measures must be implemented by 2011 to achieve target reductions in London's Road Safety Plan.

6.2.4. The MTS states that consideration will be given to implementing 20mph areas, which include sections of the TLRN, where there are high pedestrian flows, road safety problems, schemes can be effectively enforced and are without detriment to priority traffic.

Haringey

6.2.5. There are policies on road safety included in the Council's approved Unitary Development Plan (1998), in the UDP Review (2004) and current Road Safety Plan. Targets have also been set in the Council's recently agreed LPSA.

1998 UDP

6.2.6. The UDP strategic transport policies are:

- To integrate land use and transport policies
- To prioritise the needs and safety of pedestrians
- To improve conditions and facilities for cyclists and to encourage cycling in and around the Borough
- To support the retention and extension of public transport services and facilities and the creation of a co-ordinated subsidised system of safe, affordable, accessible and reliable public transport
- To define and manage a road hierarchy consistent with the objectives of traffic restraint, giving priority to essential users, environmental improvements and road safety
- To reduce the relative attractiveness of the private car, thereby helping to reduce the environmental costs of transport and creating a safer, healthier and better environment for all
- To achieve an equitable balance between parking policies and traffic restraint, giving priority to essential users, people with disabilities, local accessibility, environmental improvements and road safety
- To promote waterborne methods of transporting passengers and freight as a means of reducing road congestion and pollution

2004 UDP Review

6.2.7. The UDP review, published in September 2004, has the following guiding principles:

- People and goods are able to move around the Borough safely and easily by walking, cycling and using public transport and private vehicles
- Effective transport planning, the reduction of congestion and maximising accessibility can promote local economic development and regeneration

6.2.8. The key objectives are to:

- ◆ To support and promote transport improvements where it would improve safety for all road users, including pedestrians and cyclists,

enhance residential amenity and complement land development and regeneration strategies

- ◆ Discourage the use of the car and promote other forms of travel
- ◆ Improve freight movement whilst minimising the environmental impact
- ◆ To balance the need for parking and the environmental impact of traffic movement and parked cars
- ◆ To encourage developments which through their design reduce the need to travel, especially by car

Road Safety Plan

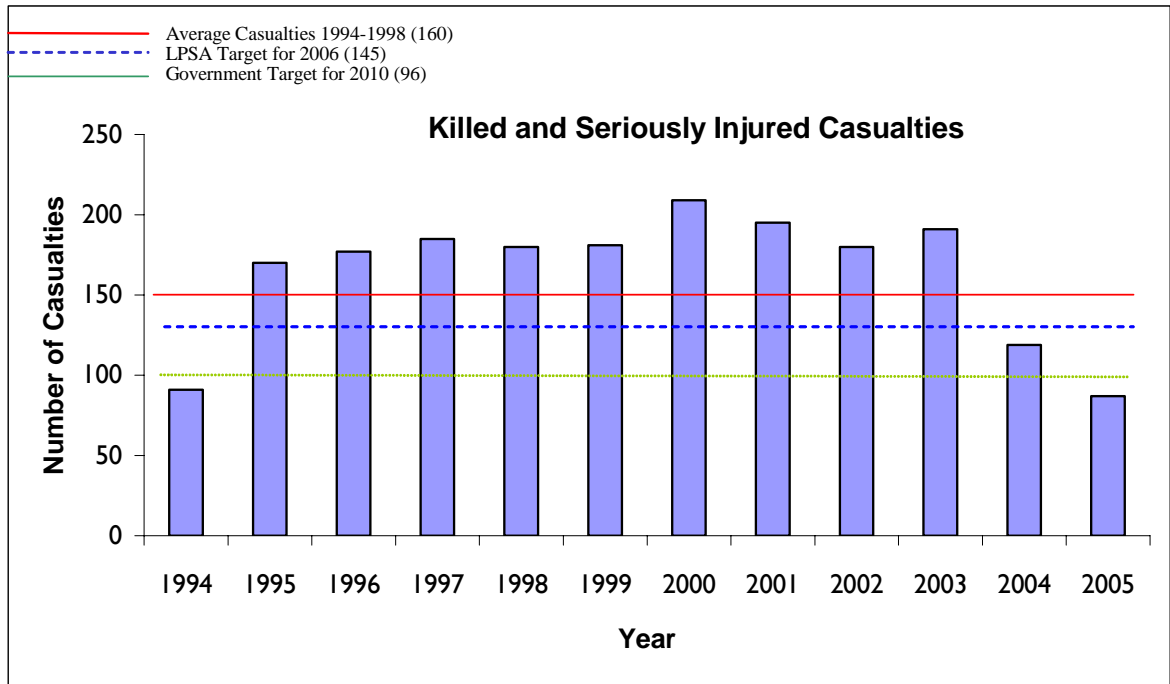
6.2.9. The Plan has the following aims:

- ◆ to monitor and analyse collisions in the Borough on a regular basis with a view to identifying suitable locations or collision characteristics appropriate for remedial treatment
- ◆ to investigate the collision characteristics of individual sites, junctions, lengths of road for the purposes of engineering collision remedial measures
- ◆ to review regularly the performance of such measures and assess the value for money achieved
- ◆ to carry out a highways safety audit on all proposed highway developments in the Borough to ensure that they incorporate good standards of design and construction that will not compromise road safety
- ◆ to maintain a team of Road Safety Officers to develop and carry out a fully co-ordinated educational, publicity and training programme, taking particular account of the needs of Haringey's multi-racial community
- ◆ to work closely with the Metropolitan Police and to maintain a team of highways enforcement officers for the purposes of discouraging abuses of highway and traffic law and safeguarding the public.

Local Public Service Agreement

6.2.10. The Council has included a road safety target in its Local Public Service Agreement agreed in March 2004. The LPSA runs over three years and sets a "stretch" targets for road safety. Using the baseline of an average of 160 people killed and seriously injured on Haringey's roads in the years 1994-98, a target has been set to reduce these to 145 by March 2006. This is 13 lower than the 158 required by the set national target.

6.2.11. In return for delivering improved performance, LPSAs offer a range of incentives. For the road safety target, these include £75,809 in pump priming grant to deliver traffic calming schemes, which we received at the outset of the agreement; and a performance reward grant of up to £600,000 at the end of the agreement, if we achieve the stretch target. The graph below shows the number of KSI casualties over the last 10 years and the relevant targets.



6.3. ROAD SAFETY ISSUES IN HARINGEY

This section of the report looks at the current road safety issues in Haringey.

Road Collision Risk

6.3.1. The safety of a particular means of travel is related to the number of collisions and the number of journeys and their length. Using data from the London Area Transport Survey (LATS) 1991 and road collision data for the same year, the table below gives a broad picture for Haringey. It is unfortunate that LATS 2001 data is not yet available for this work to be updated. However, it is considered that it does provide a broad picture of vulnerability. The analysis excludes travel by national rail and London Underground as no accident data is available at the Haringey level.

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Mode of Travel	% of Journeys	% of Casualties
Walk	32.1	32.9
Bicycle	2.0	7.4
Motorcycle	0.5	14.4
Car	44.1	35.3
Bus/Coach	17.3	7.0
Small/medium van	1.7	2.2
Other van/lorry	0.5	0.1
Other including taxi	1.8	0.6

6.3.2. The table shows that of the main modes of transport bus/coach is by far the safest with the proportion of casualties significantly lower than the amount of travel by bus. In contrast travel by bicycle and, particularly motorcycle travel, is far more unsafe with a higher proportion of casualties than would be expected by these modes. However, to assess exposure, account needs to be taken of typical journey lengths; for example, the vast majority of walk journeys are very short so one would expect a lower level of pedestrian accidents. The table below gives an indication of exposure. The travel data relates to a typical weekday in Haringey.

Mode of Travel	Trip/km per casualty	Risk factor
Walk	89,613	10.7
Bicycle	85,593	11.2
Motorcycle	27,904	34.5
Car	607,124	1.6
Bus/coach	962,761	1.0
Small/medium van	331,357	2.9
Other van/lorry	1,612,000	0.6

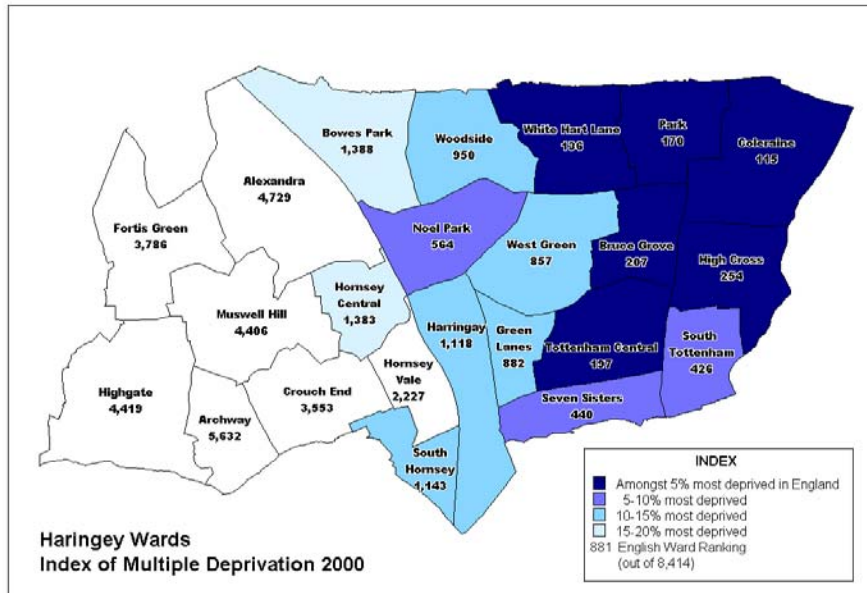
6.3.3. Using the safest mode of the main modes (bus/coach) as a base for comparison, walking and cycling are about 11 times less safe than travel by bus with motorcycle travel about 34 times less safe. Car travel is less safe than bus but about 7 times more safe than walking or cycling.

6.3.4. However, for vulnerable road users, the collision data for Haringey shows that cars account for 82% and goods vehicles about 8% of accidents with pedestrians and cyclists, a far higher proportion than would be expected based on the number of journeys in the table above. Nevertheless, for a 10km cycle journey every day, a cyclist would have an accident once every 25 years. Data from the BMA shows that the health benefits from cycling and walking far outweigh the risk of injury from road accidents.

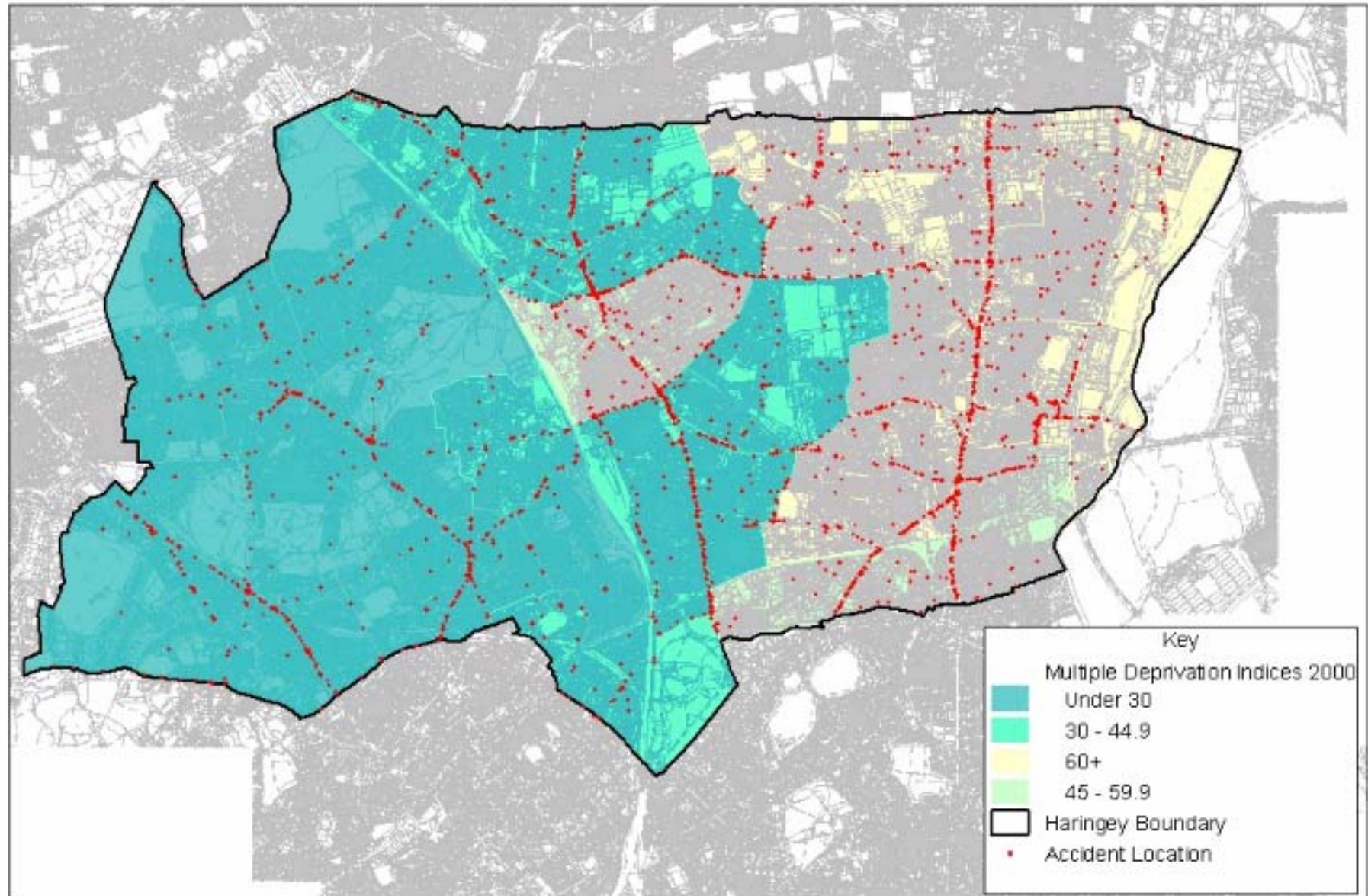
Deprivation

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6.3.5. The Government's Indices of Deprivation 2000 found that Haringey was the 20th most deprived district in England. Data from the Government's Social Exclusion Unit shows that children from the lowest social class are five times more likely to die in road accidents than those from the highest social class. More than a quarter of child pedestrian casualties occur in the most deprived 10% of wards. Almost 80% of Haringey's population live in wards that are amongst the most deprived 10% in England. Studies suggest that there is a disproportionately high rate of accidents amongst ethnic minority children over and above the effect of social class. The map below shows that deprivation in Haringey is concentrated in the east of the borough.



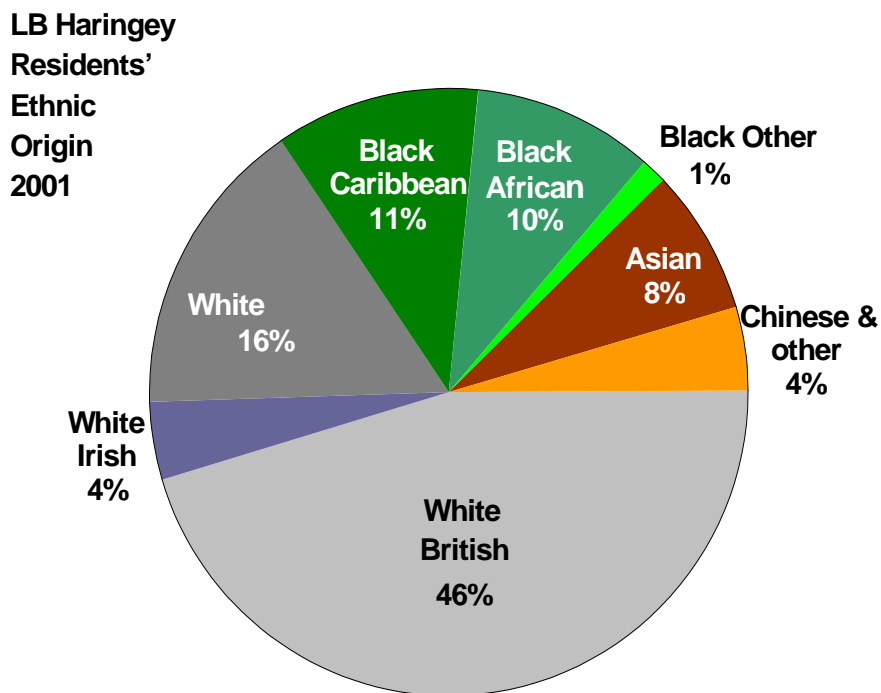
6.3.6. An analysis has been carried out of collision levels in relation to level of deprivation. The map and below shows a relationship between accident density and levels of deprivation. The data relates to the period 2001 to 2003.



6.3.7. The graph shows that broadly the density of collisions increases with the level of deprivation. The relationship is influenced by a number of factors such as the greater propensity for poorer communities to live on main roads and the high proportion of accidents occurring on this type of road.

Ethnicity

6.3.8. Haringey is also one of the most ethnically diverse councils in England. The 2001 Census shows that over half the population is of non white British origin, the sixth highest proportion in London. Many of the other white category are from white ethnic minorities such as Turkish, Greek & Turkish Cypriot, Kurdish, Kosovan and other eastern European origin. This category includes many relatively recent arrivals and people for whom English is not a first language. A study by the Scottish Executive in 2000 found that there is a disproportionately high rate of accidents amongst ethnic minority children over and above the effect of social class. Unfortunately, this data is not available at part of the crash casualty statistics as it is not collected by the Police. However, it is likely that this pattern will be repeated in the Borough. The graph below shows the ethnic split in the Borough.



Casualties by Type of Vulnerable Road User

Pedestrians

6.3.9. As the data above indicates pedestrians and particularly child pedestrians are the most vulnerable of all road users. The following tables show crash patterns for recent years.

Table 1: Pedestrian Casualties by Vehicle Involvement

Year	Cycle	P2W	Car	Taxi	Bus	HGV	Other	Total
1994	2	17	284	0	23	34	1	361
1995	0	19	300	0	11	17	0	347
1996	2	20	247	5	7	26	1	308
1997	2	15	262	1	15	19	2	316
1998	2	9	236	3	22	22	2	296
1999	0	18	214	1	26	24	2	285
2000	0	27	283	2	20	30	1	363
2001	1	28	225	2	26	23	3	308
2002	2	18	238	1	29	16	0	304
2003	0	14	211	1	26	22	0	279
2004	4	19	170	5	23	24	1	246
2005	1	18	147	1	14	18	3	202

P2W = Powered Two Wheelers. Table based on all casualties

The table shows that 73% of pedestrian casualties are the result of being hit by cars.

Table 2 below illustrates the locations for pedestrian accidents during daylight and after dark.

Table 2 Pedestrian accidents by light and location

Light	No crossing in 50m	Zebra	Pelican or similar	Pedestrian phase at ATS	Central Refuge	Footbridge or subway	Total %	Total
Daylight	48	9	9	11	0	1	100	585
Dark	63	10	6	19	0	0	100	269

Note: Analysis based on average for 2004 – 2005

6.3.10. Around half of pedestrian casualties occur whilst crossing the road without pedestrian crossing facilities. This implies that casualty reduction would be achieved by increasing the number of pedestrian crossings. However, the data would need further analysis as there would be significantly more crossing of roads away from formal pedestrian crossings so it would be reasonable to expect higher levels of crashes at these locations. The data also shows that there is a higher proportion of casualties at zebra crossings than at pelican crossings.

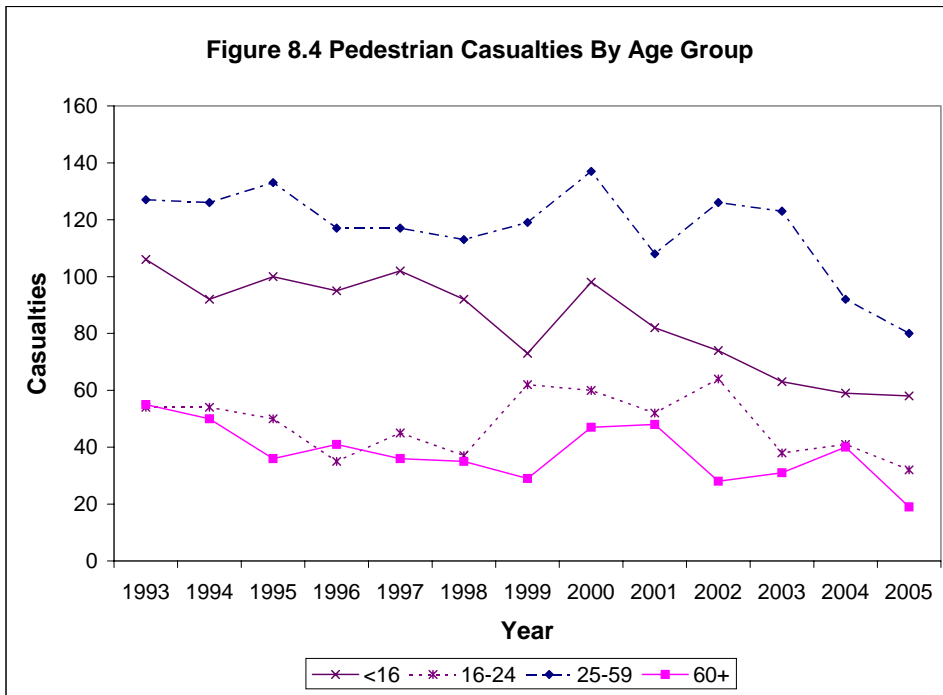


Figure 2 above illustrates the trends in pedestrian casualties by age group.

6.3.11. The graph demonstrates the relative high proportion of pedestrian casualties that are children under 16. Table 3 below shows the proportion of pedestrian casualties by age group. This shows lower levels of child pedestrian casualties over the last 4 years.

Table 3: Number and Proportion of Pedestrian Casualties by Age

Year	Under 16	16-24	25-59	Over 60	% Under 16	% 16-24	% 25-59	% Over 60	Total
1994	92	54	126	50	29	17	39	15	322
1995	100	50	133	36	31	16	42	11	319
1996	95	35	117	41	33	12	41	14	288
1997	102	45	117	36	34	15	39	12	300
1998	92	37	113	35	33	13	41	13	277
1999	73	62	119	29	26	22	42	10	283
2000	98	60	137	47	29	17	40	14	342
2001	82	52	108	48	28	18	37	17	290
2002	74	64	126	28	25	22	43	10	292
2003	63	38	123	31	25	15	48	12	255
2004	59	41	92	40	25	18	40	17	232
2005	58	32	80	19	31	17	42	10	189

For child casualties, table 4 shows that most child casualties are as pedestrians.

Table 4: All Child Casualties by Mode of Transport for 2005

	Pedestrian	Car	Bus Or Coach	Pedal Cycle	Powered 2 Wheeler	Total
Actual	57	9	9	6	1	82
%	70	11	11	7	1	100

Table 1 in Appendix 2 shows junctions and links with highest level of pedestrian casualties which are mainly on the busier roads in the Borough.

Cyclists

6.3.12. Table 5 below gives an overall picture of cyclist casualties. The data shows that there has been a reduction from the period 1995–8. We are working on developing school travel plans with all primary and secondary schools in the borough. This work seeks to encourage more walking and cycling to school. The reduction in cycle casualties may be due to less cycling to school and in general. Our school travel plan work will assist in assessing whether this is the case or whether the environment for cycling has been made safer. We are supporting this work by organising cycle training for both adults and school pupils. This features on and off-road training.

Table 5: Pedal Cycle casualties by Age Group

Year	Under 16	16 – 24	25 – 59	60+	Unknown	Total
1994	7	18	45	3	2	75
1995	23	24	50	2	10	109
1996	15	17	56	1	4	93
1997	13	17	45	3	5	83
1998	14	16	49	3	4	86
1999	17	12	37	3	2	71
2000	10	14	44	2	4	74
2001	6	16	46	2	2	72
2002	12	8	54	1	3	78
2003	7	7	33	1	5	53
2004	12	11	44	1	3	71
2005	6	13	36	0	4	59

Based on all casualties

Table 2 in the Appendix 2 below shows junctions with the highest cycle casualties for the period 2001- 2003. The overall pattern is of a concentration of casualties on the main road network and particularly on the TLRN network.

Powered 2 wheelers

6.3.13. Table 4 in the Appendix 2 shows the pattern of road crashes in primarily on the main road network. This would be related to the amount of traffic on these roads and the likelihood of collisions occurring.

Journeys to school

6.3.14. Nationally, over the last 20 years the proportion of children travelling to school by car has almost doubled. One of the main reasons given by parents for taking their children to school by car is fear of traffic.

Child pedestrian casualties of pupils going to and from school in Haringey 2000-2005

Year						% change 2000 to 2005
2000	2001	2002	2003	2004	2005	
27	33	23	13	16	17	-37

The table shows that there has been a substantial reduction in the number of child pedestrians injured going to and from school over the last 5 years.

Other factors affecting casualties

6.3.15. The likelihood of collisions is affected by other factors such as weather and lighting conditions. The data for 2003-5 shows that 32% of collisions occur after dark and 18% happen in wet conditions **NO DATA FOR DRY/DAY**. The limitation of the data is that it is not related to the amount of use of the road network. However, it is widely acknowledged that the state of the road and weather conditions play a part in the chance of road collision occurring.

6.4. COUNCIL PERFORMANCE AND ACTION

6.4.1. The Council currently carries out a wide range of activity to address the road safety problems in the borough that are outlined above. The measures to reduce road collision casualties fall generally into three areas: engineering, enforcement and education/encouragement. The sections below provide details of the Council's work in these three areas as well as our performance in recent years. There is sometimes a crossover between these areas, for example safer routes to school schemes frequently combine physical measures on the highway to improve safety with education of school children.

Performance

6.4.2. The Council is required to monitor its performance in a number of key areas. These Best Value Performance Indicators and results are shown in Table 6.

Table 6: Road Safety Best Value Performance Indicators

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Indicator Description	2002/3 performance	2002/3 London Average	2003/4 Provisional Performance	2003/4 Target	2004/5 Target	2005/6 Target
Pedestrians killed and seriously injured per 100,000 population	40.9	26	36.44	38.52	36.17	34
Pedestrians slightly injured per 100,000 population	120.4	91	120.4	118.66	116.93	111
Pedal cyclists killed and seriously injured per 100,000 population	1.3	6	3.69	5.03	4.82	3
Pedal cyclists slightly injured per 100,000 population	31.5	43	29.52	31.46	31.37	31
Powered two wheeler users killed and seriously injured per 100,000 population	12.9	17	12.92	12.15	11.43	11
Powered two wheeler users slightly injured per 100,000 population	76.9	91	79.34	73.89	70.92	71
Car users killed and seriously injured per 100,000 population	32	30	33.21	30.26	28.53	29
Car users slightly injured per 100,000 population	298.6	263	272.14	287.7	276.87	264
Other users killed and seriously injured per 100,000 population	5.8	5	3.69	5.39	5.01	4
Other users slightly injured per 100,000 population	43.1	52	49.82	42.06	41.03	43

Indicator description	1994-8 average	London average 2003	2003	2004	2005	Target 2005	Target 2006	Target 2007	Target 2008
No. of people KSI	160.6	123	191	131	82	135	124	113	102
No. of children KSI	23.2	17	19	19	14	14	13	12	11
No. of people slightly injured.	1010.4	979	1012	866	709	872	849	836	802

Table 6 shows that Haringey performs better than London for powered two-wheeler, pedal cyclist and other road user but poorer in relation to pedestrian and car user casualties.

Table 7 below provides a comparison with Haringey's performance in relation to the six boroughs adjoining Haringey for the period 2004 and 2005.

Table 7.1 Casualties by mode of transport for adjoining boroughs

		Harin- gey	Isling- ton	Waltham Forest	Hack- ney	Cam- den	Enfield	Barnet
Average 1994-8	Pedestrian	328	341	269	342	460	290	327
	Pedal Cycle	89	204	100	147	224	95	104
	Powered 2 Wheeler	139	254	139	177	331	138	205
	Car	532	382	597	513	497	1102	1263
	Other	89	125	99	136	176	125	156
	Total	1177	1306	1204	1315	1688	1750	2055
	2004	Pedestrian	246	182	183	218	324	175
Pedal Cycle		71	167	53	128	189	50	52
Powered 2 Wheeler		101	225	101	189	238	122	203
Car		464	212	480	407	274	950	962
Other		115	122	78	119	149	152	119
Total		997	908	895	1061	1174	1449	1570
2005		Pedestrian	202	198	179	247	270	181
	Pedal Cycle	59	165	62	134	182	48	55
	Powered 2 Wheeler	112	184	96	169	234	112	188
	Car	356	172	513	376	222	779	803
	Other	73	96	68	101	128	81	105
	Total	802	815	918	1027	1036	1201	1362

6.4.3. The table shows broadly that Haringey shows the casualty pattern of partly of an Outer London borough such as Enfield, Barnet and Waltham Forest and partly of an Inner London borough such as Camden, Islington and Hackney. The pattern shows broadly higher levels of pedestrian, cycle and powered two wheeler casualties than Outer London boroughs but lower level of car user casualties. Inner London boroughs have higher levels of cycle and powered two wheeler casualties than Haringey. The level of pedestrian casualties is higher than would be expected.

Table 7.2 All casualties 2000 to 2005 by borough

	2000	2003	2004	% change 2003 to 2004	2005	% change 2004 to 2005	% change 2000 to 2005
Haringey	1493	1203	997	-17.1	802	-19.6	-46.3
Islington	1426	1132	908	-19.8	815	-10.2	-42.8
Waltham Forest	1305	1077	895	-16.9	918	2.6	-29.7
Hackney	1448	1138	1061	-6.8	1027	-3.2	-29.1
Camden	1653	1270	1174	-7.6	1036	-11.8	-37.3

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Enfield	1791	1525	1449	-5.0	1201	-17.1	-32.9
Barnet	1962	1658	1570	-5.3	1362	-13.2	-30.6

Over the last 4 years Haringey's performance has been better than other Outer London boroughs.

Table 7.2 Total Killed and Seriously Injured 2000 to 2005 by Borough

	2000	2003	2004	% change 2003 to 2004	2005	% change 2004 to 2005	% change 2000 to 2005
Haringey	209	191	119	-37.7	87	-26.9	-58.4
Islington	219	162	101	-37.7	90	-10.9	-58.9
Waltham Forest	199	128	105	-18.0	93	-11.4	-53.3
Hackney	193	152	149	-2.0	124	-16.8	-35.8
Enfield	249	195	173	-11.3	126	-27.2	-49.4
Camden	250	192	148	-22.9	131	-11.5	-47.6
Barnet	261	217	172	-20.7	147	-14.5	-43.7

Compared with our adjoining boroughs Haringey has shown the lowest reduction over the last 4 years.

Engineering

a) Local safety schemes

6.4.4. These schemes are solely related to reducing casualties incurred at personal injury accidents (PIAs). The measures are not only to reduce the absolute number of PIAs but also to reduce the severity of injury. Our performance against schemes introduced since 2000 is set out below. Overall we have reduced road collision accident casualties by 59.3 through our programme.

6.4.5. There are overlaps with our safer routes to school programme [see below]. For example, a number of the schemes above produce collision casualty savings for the roads around schools such as Seven Sisters school area, Gladesmore Road area and Harringay ladder roads.

6.4.6. The development of our schemes follows an analysis of personal injury collisions. The analysis identifies collision patterns, develops initial designs for measures to reduce these collisions and provides an estimate of the potential savings in casualties.

6.4.7. For 2004/5 we have implemented schemes on Westbury Avenue, on Green Lanes between Turnpike Lane and West Green Road and in the North Tottenham area.

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Table 8: Local Safety Schemes - Monitoring of Accidents and Value for Money

Scheme	Cost £000	Start Date	Completion Date	Average Annual PIA Rate			% Rate of Return
				3 years before	After (months)	Change	
Green Lanes (Endymion Rd – St. Ann’s Rd)	155	Apr 00	Dec 00	33.7	19(36)	-14.7	+690
West Green Rd East of Philip Lane	30	Dec 00	Jan 01	14.6	11.3(35)	-3.3	+800
Bounds Green Rd by Selborne Road	85	Jan 01	Feb 01	2.7	1.1(34)	-1.6	+137
Green Lanes / Effingham Rd	30	Jan 01	Aug 01	8	7.3(28)	-0.7	+170
Wolves La/White Hart La	133	Jul 01	Sept 01	2	2.2(27)	+0.2	-109
Green Lanes/Ladder roads	194	Jul 01	Apr 02	11	5.4(20)	-5.6	+210
St Ann’s Rd/Black Boy La jct	82	Jul 01	Apr 02	4.3	3(20)	-1.3	+115
West Green Road by Abbotsford Avenue	53	Jan 03	Apr 03	0.7	1.7(8)	+1	-137
Harringay ladder roads between Falkland Road and Umfreville Road and Wightman Road ladder road junctions	150	Aug 02	Nov 02	36.7	11.1(13)	-25.6	+1241
Black Boy Lane	124	Jan 03	Mar 03	10.7	4(9)	-6.7	+393
Shepherds Hill	103	Jan 04	Mar 04	3.3	-		
Stroud Green area [Ferme Park Road between Mount View Road and Ridge Road and Ferme Park Road/Ossian Road jn]	147	Jan 04	Mar 04	2.3	-		
Bounds Green Road by Park Road	79	Jun 03	Sep 03	4.7	0(3)	-4.7	+432
Lansdowne Road	69	Jan 04	Mar 04	4.7	-		
White Hart Lane by Creighton Road	136	Jan 04	Mar 04	6	-		
Lordship Lane by Winkfield Road and Eldsen Road	54	Jun 03	Aug 03	5.3	9(4)	+3.7	-498

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% rate of return based on an average current cost of personal injury accident of £72,718	Total change	-59.3	
	Overall rate of return		+265

b) 20 mph schemes

6.4.8. The Council has introduced a number of 20mph zones in recent years including in South Tottenham and the West Green area. The zones are aimed at both reducing the speed of traffic as well as reducing collision levels that can be relatively dispersed in residential areas. There may be potential for increasing the amount of walking and cycling in 20mph zones although evidence from elsewhere has shown that this has not necessarily materialised. The environmental benefits generally outweigh local concerns regarding noise associated with raised speed reducing features. The physical highway features tend to be a self-enforcing of a maximum 20mph speed. We have completed a scheme in the Myddleton Road/Whittington Road area.

6.4.9. The work on safer routes to school has focused on traffic calming measures and a number of 20mph zones have been progressed as part of this initiative.

c) Home Zones

6.4.10. Home Zones are residential streets in which the road space is shared between drivers of motor vehicles and other road users. This is a way to restore safety in communities where speeding traffic is becoming a problem. Home Zones work through alteration of roads so that motorists are forced to drive with greater care and at lower speeds. Elements being measured include traffic volume, speed and displacement, environmental improvement, street activity and changing attitudes.

6.4.11. The aims for Home Zones are:

- To change the way that streets are used and to improve the quality of life in residential streets by making them places for people, not just for traffic
- To improve traffic calming, parking areas, trees and bushes, seating and small play areas slow traffic right down
- To reduce traffic speeds

6.4.12. Clear signs and surface material reinforce the message to drivers that they are entering a different kind of street.

6.4.13. We are currently implementing a large home zone in Tower Gardens estate in north Tottenham which will initially be focused on a 20mph zone with areas within this planned to give priority to pedestrians over vehicle traffic. A much smaller scheme for Linden Road in West Green area has been completed.

d) Safer Routes to School

In England about 8.3 million children make their way to school every day.

6.4.14. Approximately 25% of them are taken to school by car this is a significant increase from the 1980's when only 16% went by car.

6.4.15. Our Safer Routes to School schemes promote walking and cycling and will lead to less congestion on our roads and a healthier lifestyle for our children.

6.4.16. Safer Routes to School schemes will include engineering works such as traffic calming, speed humps, cushions, junction treatments, new crossing facilities, and also school based measures such as School Crossing patrols, Walking buses and on and off road cycle training.

6.4.17. Consultation takes place with local residents, staff, governors and parents of adjacent schools before any scheme is adopted.

6.4.18. We have introduced Safer Routes to School schemes in North Tottenham, West Green Learning Neighbourhood area and Woodside/Bounds Green area. Schemes have commenced in South Tottenham, Muswell Hill and Alexandra Park areas. Further funding is sought in the BSP for 2005/6 to continue this work.

6.4.19. The focus for safer routes to school will in future years be on developing School Travel Plans. These are led by the schools concerned with partnership working with the Council, police, local health authority and parents and pupils [see section below for more information on School Travel Plan work]

e) Cycling Schemes

6.4.20. The Council is keen to support higher levels of cycling in the Borough and have over many years provided infrastructure such as cycle routes and cycle crossings to support this sustainable mode of transport. The Council aims to reduce the level of cycle casualties by providing suitable facilities. However, there is a risk of increasing the number of cyclist casualties by encouraging a general increase in the amount of cycling. Evidence from elsewhere in the UK and Europe has shown that by achieving a critical mass of cycling cyclist casualties decrease proportionately.

6.4.21. We are working on implementing the London Cycle Network Plus which will provide cyclists with fast, safe and comfortable conditions on key high demand routes. To complement this network we are planning local cycle

routes to connect with LCN Plus, local shopping centres, stations and other key destinations.

6.4.22. Recent work has included new toucan crossings on Wood Green High Road, Mayes Road and Lordship Lane that will also benefit pedestrians.

f) Pedestrian Schemes

6.4.23. Walking is the most sustainable method of transport that has benefits such as improving the health of the individuals. The Government has recently recognised the importance of walking and cycling in tackling rising levels of obesity amongst the population at large. Walking is the most frequently used form of transport in the Borough, especially by women.

6.4.24. The Council has implemented as many schemes that very limited funds have allowed. Schemes include the pedestrian phase at traffic lights such as at Upper Tollington Park/Stroud Green Road junction.

6.4.25. The Council has converted a number of zebra crossings to pelican or puffin or toucan crossings. This generally improves the safety of pedestrians and cyclists crossing busy roads but can increase pedestrian walk times by delaying people crossing a road.

6.4.26. Where possible, we are progressing certain measures such as the provision of new crossing facilities, pedestrian refuges, footway extensions, graded ramps at crossing points, textured paving at formal crossings as well as various complementary measures such as guard rails, warning signs, and anti-skid surfacing.

6.4.27. Following a study undertaken in 2003/4, we have completed initial works to assist pedestrians at the Wood Green High Road/Bounds Green Road junction. The works are expected to complete in 2005/6. We are also expecting in 2005/6 to signalise the Wood Green High Road/White Hart Lane junction that will provide a safe pedestrian crossing facility.

6.4.28. The Council has recently implemented a number of pedestrian schemes. These include dropped kerbs in South Tottenham area, new zebra crossings on Wolves Lane, Lordship Lane, Dukes Avenue, Creighton Road, Mountview Road and Muswell Hill.

Education, Training and Publicity

6.4.29. The Council runs a number of education and training initiatives particularly aimed at vulnerable road users. Haringey have some of the best-qualified teaching staff in London dealing with road safety issues for people with learning disabilities.

6.4.30. The Council's work covers a wide range of initiatives. These are summarised below:

- School visits: Promotion of road safety in pre-school and primary schools; advise to potential young drivers at secondary schools. We are working on Childrens Traffic Club in schools which is being funded by Transport for London. Theatre visits to schools are ongoing.
- Community groups: Provision of ETP material for various community groups with two officers dealing with Bengali, Pakistani and Turkish communities.
- School Travel Plan: The twice-a-day school journey is an area of concern. Children are currently over represented in pedestrian casualty statistics. Furthermore there is an increasing reliance on the car as a means of transport to school. Changing these trends and making the journey to school a safer, healthier and positive experience is an aim of the Council.

The Council is promoting School Travel Plans as a practical method of addressing this issue. Travel Plans allow schools to take ownership of the journey to school. A School Travel Plan is a written document adopted by a school that encourages safe, healthy and sustainable travel to and from school. Travel Plans can benefits schools by:

- Creating a safer school journey for pupils and teachers
- Reducing traffic congestion and pollution around schools
- Improving children's general health and fitness
- Helping to foster stronger links within the community

To assist local schools in develop their own Travel Plans the Council has dedicated School Travel Plan Advisors. Our advisors will be liasing with Haringey schools to support them with the production of a travel plan. Our school travel plan strategy is in Chapter 8.

- Campaigns and Publicity: The Council actively participates in national, London-wide and local campaigns including Walk to School week, speed campaigns and Transport for London's Children's Traffic Club. We operate a car seat advice service to minimise the dangers of incorrectly fitted or incompatible child restraints.
- Child pedestrian training: The Child Pedestrian Training Scheme is aimed at Key Stage 1 pupils (5 – 7 year olds). Twelve schools (900 pupils) will be participating in a new training scheme called "Kerbcraft". This is a pilot scheme funded by the Department of Transport in partnership with the Council. The project is a key element in the Government Road Safety Training Scheme. The training programme includes three skills:

- Choosing safe places and routes
- Crossing safely between parked cars
- Crossing safely near junctions

- Travel training for people with learning disabilities: Funding under the Pathfinder Transport Project enabled delivery of travel training to young adults from a special school in Tottenham. The funding also enabled some of the Borough's teachers of young people with learning disabilities to take part in a training course.

- Training skills for other groups: Other key groups have also been trained including teaching staff and occupational therapists.

- Driver Training: We undertake a Theory Test Training course for the driving test. For Council staff we carry out a driver assessment. This project has been running since 1995 which aims to improve the standard of driver for both prospective Council vehicle drivers and drivers from outside organisations who use Council vehicles. We have been working closely with local driving instructors to improve the standards of road safety education and to exchange information and have formed ADIRSOH (Approved Driving Instructors and Road Safety Officers of Haringey).

- Older Road Users: We have initiated work with older pedestrians to assist them in understanding road safety issues. We have contracted a theatre company to promote this understanding.

- School Crossing Patrol: The Council took over responsibility for the school crossing patrol in 2000. There are over 30 designated sites in the Borough. The staff provide a key role in supporting our safer routes to school work.

- Cycle training: We undertake cycle training to any child over 10 years of age. These courses are carried out off road and provide basic cycling skills vital to anyone using a cycle. As part of these courses pupils are taught basic road theory using the Highway Code for Young Road Users.

- During the summer periods the Road Safety Team organise cycling courses in the East and West regions of the borough to meet the demands of all potential trainees in Haringey.

6.4.31. We have also received funding from Transport for London to undertake schools cycle training and for local adult residents. The training is a mixture of on-road and off-road training to provide a more realistic training programme to meet the traffic characteristics of many of the Borough's roads. We have carried out surveys of adults who have undertaken the training. This has showed a general increase in cycling following the training and an

increase in confidence in cycling and using the training to cycle on busier roads.

Enforcement

6.4.32. The Police are responsible for the enforcement of offences such as drunk driving and speeding. The priority given by the Police to dealing with traffic offences has been lowered in recent years. Speeding traffic is an issue on many of our roads that we have sought to address by the engineering measures outlined above. However, funding to introduce engineering measures is restricted and has not been sufficient to address all the road crash sites.

6.4.33. The police have created a Problem Solving Casualty Reduction Group (PSCRG) with each collision hot spot sergeant, local officers, traffic management unit member, unit intelligence officer as well as the tasking team sergeant and unit management team. Here hotspot activity is discussed, potential activity, tasks and operations are prioritised and authorised. The police contact the Council and discuss appropriate action at all killed and seriously injured accidents.

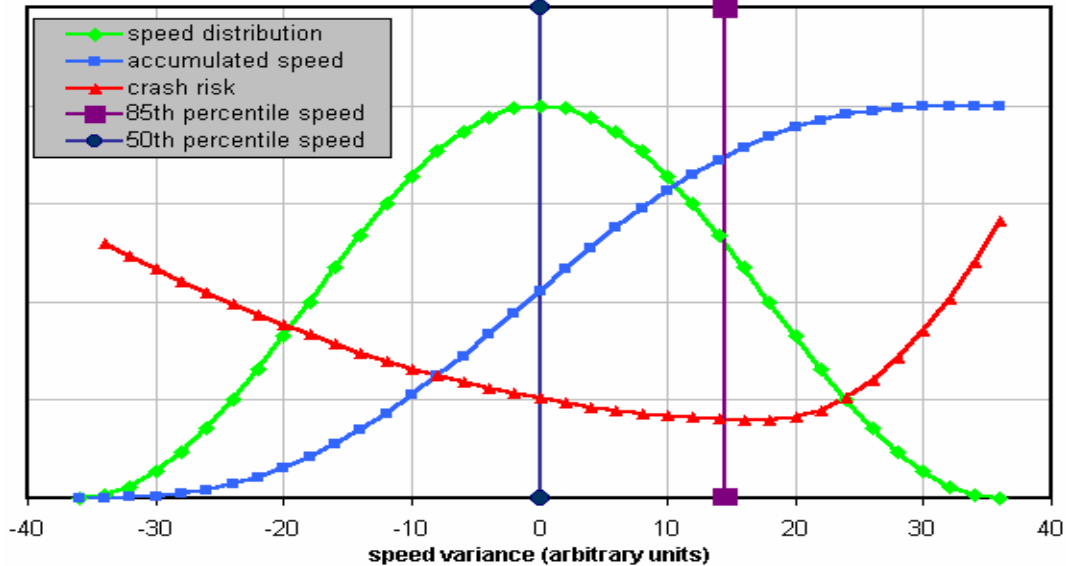
6.4.34. Research has shown that the majority of fatal and serious injury collisions are as a result of the following key offences:

- Exceeding the speed limit
- Drink/drug driving
- Not wearing seat belts
- Using mobile phones

All these currently need to be enforced by the Police.

The graph below shows the effects of speed limits on driver behaviour.

1. Speed distribution and crash risk



6.4.35. The red curve shows the accident risk of drivers in relation to their chosen speed within the speed distribution. It shows that accident risk does not rise in relationship with speed but is lowest for drivers travelling in the 80th to the 90th percentile speed range. At speeds above the 90th percentile the risk of a collision increases. In essence drivers who travel at around the 85th percentile speed are safest and most competent.

6.4.36. Local speed limits should only be used if 85 out of 100 vehicles are already travelling at the speed it is wished to impose. Experience shows the speeds of these 85 vehicles are likely to influence the speed of the other 15. This makes the speed limit largely self-enforcing and consequently makes for a manageable enforcement task.

6.4.37. The London Local Authorities Act 2003 provides for boroughs to undertake enforcement of a wide-range of moving vehicle offences except that of speeding. Because of the significant change to the system a pilot scheme will be undertaken in 6 boroughs. The Council will be seeking to take on these powers when allowed to do so.

6.4.38. The Council is taking on DVLA powers from 1 July 2004 which will allow us to remove unroadworthy cars. Actions to reduce the high level of unregistered and often unroadworthy vehicles in the borough should contribute to a reduction in collision casualties. We are also operating clamping and removal service to reduce the levels illegal parking.

6.5. CURRENT RESOURCES

6.5.1. Our main capital funding for actioning the Road Safety Plan comes from the annual BSP submission. Our broad road safety programme for the period 2005/6 to 2008/9 is in Chapter 5. Our BSP allocation for 2005/6 includes the following funding for a number of Transport Areas which will impact on our delivery of the Plan:

Local safety scheme	£415,000
20mph zone	£450,000
Cycling	£370,000
Walking	£290,000
Streets for People	£350,000
Safer Routes to School	£360,000

Total	£2,235,000

Additional funding will be forthcoming in 2004/5 from Neighbourhood Renewal Fund for a safety scheme in the Bruce Grove area.

6.5.2. We are frequently successful in obtaining funding from developers through Section 278 agreements and Section 106 obligations. In 2004/5 we completed in a scheme on Bishopswood Road, Highgate. In 2005/6 we are expecting to provide a toucan crossing of Hornsey High Street using Section 278 funding and have Section 106 funding to widen and enhance Penstock footpath for cyclists and walkers.

We will also be using DfES funding for promoting school travel plans. This funding will continue into 2005/6.

6.5.3. For 2005/6 £2m has been allocated by the Council for improving street lighting and road maintenance for non-Principal roads. In addition £375,000 has been set aside for footway improvement works. This work will support improved road safety.

6.5.4. We are introducing in 2004/5 and 2005/6 traffic management measures in the Alexandra Park area to mitigate the impact of rat-running traffic from the North Circular Road. This is likely to have road safety benefits.

Using the Council's own financial resources we currently employ 15 staff in our Traffic Management and Road Safety Group. This includes 7 staff are in the Road Safety Training Team of which 3 are temporary posts to promote school travel plans and safer route to school.

6.6. GOOD PRACTICE AND BENCHMARKING

6.6.1. There is evidence that 20mph zones are effective measures to reduce road crash casualties over an area. A recent Transport for London study has shown that 20mph zones in London reduced killed and seriously injured casualties by 57% and the frequency of injury crashes by 42%.

6.6.2. We are continually reviewing our actions to deal with speeding. Vehicle activated signs can help reduce speeds although there is evidence from elsewhere in London that the effect of signs wears off with familiarity and need to be moved regularly to different locations. A pilot study is being implemented in Wolseley Road and Shepherds Hill where there is believed to be high levels of speeding. The Vehicle Activated Traffic Calming Signs (VATCS) is being put at this site. This device shows whether a car is travelling to fast and is aimed to reduce the speeds of drivers before and after school opening hours. Drivers are also made aware of their own speed in order for them to reduce it. A data log facility is aimed to be put in place to show the volume of traffic during peak times, as well as how many cars travel over the 85th percentile.

6.6.3. Speed cameras can be controversial with accusations that highway authorities have introduced them as a purely financial benefit. However, when set correctly speed cameras can provide a positive contribution to road safety in the following ways:

- They guide in experienced drivers away from exceeding safe speeds.
- They warn drivers of unexpected hazard density.
- They provide a basis for enabling the police to prosecute those who drive at speed.

6.6.4. Currently, it is not possible for speed cameras to be used to enforce 20mph speed zones. 20mph zones need to be enforced through engineering methods.

6.6.5. Gloucester Safer City Project implemented a SPECS speed camera system as a traffic calming measure to improve road safety along three main routes in the City. SPECS is a digital safety camera system providing point-to-point speed enforcement based on calculation of average speed. The system can only be used on a single route at a time and works by matching registration numbers entering and leaving the route. By measuring time between matchings the system can calculate average speed between the two cameras. The scheme seems to be well received by the public. The roads mostly carry local traffic and compliance with the speed limit appears good. However, a number of drivers realise that they can avoid speed detection if they turn off the route before the second camera.

6.6.6. Hull has implemented over a 100 20mph zones. The vast majority of these use speed humps to reduce speeds. However, the crash casualty savings have been impressive with reductions between 1994 and 2002 of 34% in child casualties, 44% for all pedestrians and 44% for child pedestrians and 20% for all cycle casualties. Overall, all collision casualties have been reduced by 14% against a reduction of only 1% for Great Britain as a whole.

6.6.7. York has adopted a Speed Management Plan which aims to reduce traffic speeds in a way that is acceptable to the public. Under the Plan roads are categorised into three types: Traffic routes, Mixed priority routes and Residential areas. Each type has a target speed and an indication of the measures which could be used to reduce collision casualties. The scheme appears to work with data for specific sites showing 52% reduction in casualties and an 11mph reduction in speed.

6.6.8. The Council's performance in reducing crash casualties and their severity should be benchmarked against similar authorities in London. The type of borough for the benchmarking should reflect the characteristics of Haringey such as in terms of deprivation and urban density. An analysis of CIPFA data used to compare outer London boroughs suggests that the following boroughs provide similar characteristics: Newham, Waltham Forest, Barking and Dagenham, Ealing and Brent.

6.7. SUMMARY OF ISSUES

6.7.1. The main thrust of this Plan is to focus our limited resources at reducing the number of road collisions and casualties to meet externally set targets. The issues surrounding meeting these casualty reduction targets does not solely relate to traditional road safety measures. There are a number of issues that the Council needs to address as part of this Plan.

- Promotion of walking and cycling and the possibility of increasing collision casualties. However, the experience of York indicates that there is not necessarily a link between increasing cycling levels and more collisions. In York around 20% of trips are made by bicycle. Over the last 10 years casualties have been reduced by 30% while peak hour cycling has increased by 10%. York has consistently invested in traffic calming, measures to reduce traffic and in facilities for cyclists.
- Much of our work will be concentrated on improving the environment for vulnerable road users such as pedestrians and cyclists. Primarily this work relates to reducing the speed of traffic. The Council is conscious of the sometimes controversial nature of some measures to reduce road casualties. There has been considerable debate recently on the issues surrounding implementing road humps. The Council does not put in additional road humps preferring the use of speed cushions and speed tables as vertical measures to slow traffic. However, Hull has been very

successful in reducing casualties through 20 mph zones which are predominantly based on speed humps. There are general environmental issues surrounding vertical speed reducing features such as noise and vibration and speeding up between cushions/speed tables.

- Around 25% of all collision casualties in Haringey occur on the Transport for London Road Network. We are keen to work with TfL to improve safety on these main roads. Close liaison will be necessary to promote safety and develop schemes.
- Our collision data shows that in addition to TLRN roads crashes are concentrated on our own main road network. These roads have important traffic carrying function and are often shopping areas with associated servicing and high levels of bus flows. There is therefore potential conflict between the different users of these roads which needs to be considered in dealing with road safety collisions.
- In strict terms walking, cycling and travel by powered 2 wheelers is less safe than other modes. However, there is a lack of data to assist us in assessing the risk that is related to the amount of travel by each mode and the length of a typical journey. It is hoped that LATS 2001 will provide some information on this.
- We have for many years undertaken education and publicity work on road safety issues. The value of a particular initiative is difficult to assess and consequently it is difficult for the Council to target its resources where it will make the greatest impact in reducing crash casualties.
- The amount of driving to school has increased in recent years. One of the main issues raised by parents is the unsafe nature of the road network to encourage more walking and cycling. The increasing amount of driving merely exacerbates the problem. The key is to break the trend.

6.8. ROAD SAFETY: THE PLAN FOR THE FUTURE

6.8.1. This section of the report sets out the proposed way forward for the Council to meet future targets for road safety. The most pressing of these targets are to be met as part of the LPSA by 2006. However there are also national and Londonwide targets that need to be met at a later date.

Overall aim

6.8.2. The overall aim of the Plan is to meet national, Londonwide and Haringey targets for collision casualty reduction whilst seeking to meet the Council's aim to encourage more walking, cycling and public transport and less use of the car.

Road safety targets

The Council is required to meet the following targets to be met by 2010 from an average for 1994-1998 base:

National Targets

- A 40% reduction in the numbers of people killed or seriously injured
- A 50% reduction in the numbers of children killed or seriously injured
- A 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres [the methodology for measuring the level of travel is not yet established]

London Targets

- 40% reduction in pedestrian killed and seriously injured casualties
- 40% reduction in cyclist killed and seriously injured casualties
- 40% reduction in powered two wheeler casualties

LPSA Target

- Reduce KSI casualties to 145 by March 2006

6.8.3. Other relevant targets in developing this Plan are those to encourage more school travel plans set by the DfES, and the National Cycling Strategy and TfL's London Cycle Action Plan.

6.8.4. Our priority in the short term given the LPSA target is to reduce KSI casualties over the two year period to March 2006. Work towards the other targets will be progressed with concentration on these after 2006.

Road Collision Analysis

- ◆ We will monitor and analyse road collisions in the Borough regularly with a view to identifying suitable locations or collision characteristics appropriate for remedial treatment
- ◆ We will investigate the collision characteristics of individual sites, junctions, lengths of road for the purposes of engineering accident remedial measures
- ◆ We will review regularly the performance of such measures and assess the value for money achieved
- ◆ We will carry out a highways safety audit on all proposed highway developments in the Borough to ensure that they incorporate good standards of design and construction that will not compromise road safety

- ◆ We will undertake cycle and pedestrian audits, covering safety and design to support these modes, for all road safety, traffic management, bus priority and traffic calming schemes

Action plan

We have identified 17 key action areas that will ensure that we deliver these targets. These are set out below. A detailed action plan is included in Appendix 1 that sets out specific actions under each of these areas.

Partnership working

- 1) We will set up a local partnership to gain ownership of the plan among key stakeholders, ensure effective action and to regularly monitor and evaluate progress. This would be a sub partnership under the Crime Reduction Action Group [CRAG].
- 2) We will undertake lobbying action for example with the DfT and the European Union that could develop vehicle standards to reduce the severity of injuries to pedestrians and support BST throughout the year to increase daylight during the evenings to reduce crash casualties particularly for child pedestrians.

Speed management

Our work in this area will focus on:

- 1) Development of a Speed Management Plan

This will identify types of roads and the suitability of physical measures on these roads in a similar fashion to that operating in York.

- 2) Implementation of 20mph zones

We will seek the implementation of a programme of 20mph zones in residential areas and on main roads as appropriate. Substantial progress has been made and the intention is to build on this work.

- 3) Speed cameras

We will support the introduction of these cameras on roads that meet the road collision criteria. We will also support lower level of criteria for introduction of these cameras such as for 20mph speed limits.

- 4) Investigation of other means of reducing traffic speed

We will look at the value and effectiveness of vehicle activated speed signs and consider other alternatives.

Protecting vulnerable road users

There is some overlap in promoting speed management measures. However, we will be supporting the following measures:

1) Home Zones

We are implementing one home zones in the Borough. We have developed criteria to assess potential future home zones.

2) Cyclist and Pedestrian facilities

We will be seeking financial support for introducing cycling and pedestrian facilities to support safe movement by these modes of transport. We are looking to implement the London Cycle Network Plus as well as local cycle routes. Pedestrian facilities such as zebra crossings and pedestrian phases at traffic lights will be provided subject to funding and feasibility.

3) Powered two wheelers

We will investigate the issues surrounding the high levels of collisions by this mode of transport.

4) Safer Routes to School/School Travel Plans

We will work with local schools to develop a programme of school travel plans with the aim of reducing collision casualties and perceived danger and encouraging more journeys to school by walking, cycling and public transport. The DfES is funding some of this work which will provide a capital grant to each school actively developing its own Plan.

5) Local safety schemes

We will implement a programme of local safety schemes targeted primarily at vulnerable road users.

Education, training and publicity

- 1) We will continue to develop and carry out road safety educational, publicity and training programmes taking particular account of the needs of vulnerable road users and Haringey's multi-racial community.

- 2) We will continue to provide cycle training for school children and adult residents.

Enforcement

- 1) We will work closely with the Metropolitan Police and maintain a team of highways enforcement officers for the purposes of discouraging abuses of highway and traffic law and safeguarding the public.
- 2) We will consider enforcing decriminalised offences [as allowed in the London Local Authorities Act] such as banned turns and yellow box offences.
- 3) Effective enforcement of well designed parking controls can help reduce road collisions and casualties. Problems arise where vehicles are parked so as to impair visibility or obstruct movement.
- 4) We will use parking controls and parking enforcement to improve road safety, particularly to prevent parking offences that create hazards.
- 5) We have ensured that the Parking and Enforcement Plan to be produced as part of the LIP addresses road safety.

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OBJECTIVE		RESPONSIBILITY OF		
To meet targets on road safety (LPSA and statutory target)		Head of Highways		
TARGETS & PERFORMANCE MEASURES				TIMESCALE
• Produce a Draft Road Safety Plan				July 2004
• All Schools to have Travel Plans				2008/9
• 25% of residential streets by length designated 20mph				2006/7
• Reduce the total number of KSI road casualties from 180 (2002) to 145.				March 2006
ACTIVITIES TO BE UNDERTAKEN				
Activities	Milestones	By Whom?	When?	Resources
Develop and implement Road Safety Strategy	<ul style="list-style-type: none"> • Draft to be produced • Consultation and agreement as part of BSP • Implementation • Annual review 	HOH	July 04	TfL
Develop borough-wide road safety partnership	<ul style="list-style-type: none"> • Initial meeting • Quarterly meetings to take place 	HOH	Nov 04	Existing budgets
Develop and implement borough-wide policy on 20mph zones.	<ul style="list-style-type: none"> • Develop policy and proposals • Consult • Agree proposals • Implement 	HOH	Mar 05	Existing budgets
Increase school travel plans	<ul style="list-style-type: none"> • Recruit advisors • Produce and support plans 	HOH	May 04	£25k DfT/DFES NRF
Lobbying for changes in the law	<ul style="list-style-type: none"> • Change in law as requested 	HOH	Ongoing	Existing budgets
Development of Speed Management Plan	<ul style="list-style-type: none"> • Identify proposals • Consult • Agree proposals • Implement 	HOH	Jun 05	Existing budgets

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Maximise 20mph schemes and Safer Routes to School schemes as part of BSP submission in 05/06.	<ul style="list-style-type: none"> Identify schemes Submit bid 	HOH	July 04	Existing budgets
Deliver BSP and NRF safety schemes for 04/05.	<ul style="list-style-type: none"> Project briefs on all schemes Consultation Delivery 	HOH	Mar 05	BSP £250k NRF
Deliver home zone in Linden Road in 2004/5	<ul style="list-style-type: none"> Delivery 	HOH	Jun 05	DfT
Improve road safety on other highways works eg planned maintenance.	<ul style="list-style-type: none"> Identify potential schemes and measures 	HOH	Apr 05	Existing budgets
Investigate issues relating to powered 2 wheelers	<ul style="list-style-type: none"> Study complete 	HOH	Apr 05	Existing budgets
Improve evaluation /feedback on existing schemes	<ul style="list-style-type: none"> Develop methodology Input into review of RSAP 	HOH	Apr 04 and every ¼	Existing budgets
Deliver cycle training for adults and school pupils	<ul style="list-style-type: none"> Delivery to budget 	AD,PEPP	Mar 05	TfL
Evaluate enforcement of moving vehicle offences	<ul style="list-style-type: none"> Report on outcome of pilot scheme 	HOH	As appropriate	Existing budgets
Inclusion of road safety issues in Parking Plan	<ul style="list-style-type: none"> Development of Parking Plan 	HOH	Mar 05	Existing budgets
Deliver Kerbcraft child pedestrian training scheme	<ul style="list-style-type: none"> Deliver to budget 	HOH	Mar 05	DfT
Road Safety Education	<ul style="list-style-type: none"> Increase school crossing patrols New pack to be sent to all schools 	HOH	Sep 04	Existing budgets

The tables below show the junctions and sections of roads in the Borough with the highest levels of pedestrian and child pedestrian collisions. The data covers the period 2003 to 2005.

Table 1: Junctions and Links with Highest Levels of Pedestrian Casualties

Junction	Pedestrian casualties	Child pedestrian casualties
High Road (N22)/Lordship Lane	11	1
High Road (N22)/Bounds Green Road	10	1
Bounds Green Rd/Durnsford Rd	9	2
High Road (N15)/Seven Sisters Road	9	2
High Road (N22)/Turnpike Lane	7	2
Great Cambridge Road/White Hart Lane	5	1
Seven Sisters Road/St Anns Road	4	2
High Road (N15)/Philip Lane	4	1
High Road (N15)/West Green Road	4	1
Lordship Lane/Westbury Ave	4	1
Green Lane/West Green Rd	4	0
Archway Rd/Muswell Hill Rd	4	0
The Broadway/Tottenham Lane	4	0
Lordship Lane/High Road (N17)	3	3
High Road (N22)/White Hart Lane	3	3
Bounds Green Rd/Park Avenue	3	3

CHILDREN. Is this child ped??

Sections of Road	Pedestrian casualties	Child pedestrian casualties
Green Lanes between St Ann's Road and Hermitage Road	24	3
High Road (N22) between Turnpike Lane and Alexandra Road	21	4
Lordship Lane between Wood Green High Road and Perth Road	19	8
Seven Sisters Road between St Ann's Road and High Road [N15]*	17	2
High Road [N17] between Bruce Grove and Monument Way*	16	6
West Green Road between High Road N15 and Philip Lane	15	5
Philip Lane between West Green Road and Mount	14	7

Pleasant Road		
Archway Road between Shepherd's Hill and Hornsey Lane*	13	2
Green Lanes between West Green Road and Turnpike Lane	13	1
Lordship Lane between Perth Road and Westbury Avenue	11	2
High Road [N22] between White Hart Lane and borough boundary	8	8
High Road [N15] between St Ann's Road and Seven Sisters Road*	8	6

* Location or section of road on the TLRN network

Table 2: Junctions with Highest Number of Cycle Collisions

Junction	Cyclist casualties
Green Lane/St Anns Road	3
High Road (N15)/St Anns Road	3
Endymion Road / Green Lanes	3
Lordship Lane/High Road (N17)	2
High Road (N15)/Town Hall Approach Road	2
Hornsey Rise/Hornsey Lane	2
Green Lanes/Borough Boundary	2

* Location or section of road on the TLRN network

The data shows a concentration of cyclist collisions in Crouch End [5 in total over a 3 year period].

Table 3: Sections of road with highest levels of cycle collisions

Sections of Road	Cyclist casualties
Green Lanes between Colina Road and Frobisher Road	6
Green Lanes between St Ann's Road and Hermitage Road	5
Seven Sisters Road between St Anns Road and the borough boundary*	5
High Road [N22] between White Hart Lane and borough boundary	5
Bounds Green Rd between Park Avenue and Durnsford Road	5
Lordship Lane between Wood Green High Road and Perth Road	4
High Road (N17) between Park Lane and Lansdowne Road	4
Hornsey Lane between Highgate Hill and Hornsey Rise	4

* TLRN road

There are 10 sections of road with 3 cycle collisions. The table shows that cycle collisions are related to the main cyclist routes.

The two tables above show the concentration of collision casualties on the TLRN network.

Powered 2 wheelers riders

Table 4: Junctions with the highest number of collisions

Junctions	Powered 2 wheeler casualties
Seven Sisters Road/ St Anns Road*	5
Green Lanes/ Hermitage Road	4
Great Cambridge Road Roundway/Great Cambridge Road*	4
High Road (N22)/ Turnpike Lane	3
High Road (N22)/ White Hart Lane	3
Bounds Green Rd/ Durnsford Rd	3
Green Lanes/ Colina Rd (ATS)	3
Turnpike Lane/ Wightman Rd	3

* TLRN road

Table 5: Sections of road with highest powered 2 wheeler casualties

Section of Road	Powered 2 wheeler casualties
Archway Road between Shepherd's Hill and Hornsey Lane*	13
Broad Lane between Ferry Lane and High Road N15*	12

Green Lanes between St Ann's Road and Hermitage Road	10
High Road (N22) between White Hart Lane and borough boundary	10
Archway Road between Muswell Hill Road and Baker's Lane*	8
Seven Sisters Road between St Ann's Road and Seven Sisters*	7
Wightman Road between Endymion Road and Turnpike Lane	7
Watermead Way (North-South Route) between Marigold Road and Hale Road	7
Seven Sisters Road between St Ann's Road and borough boundary*	6
Bounds Green Rd between Park Avenue and Durnsford Road	6
Crouch End Hill between The Broadway and Hornsey Lane	6
Lordship Lane between Perth Road and Westbury Avenue	5
Muswell Hill between Muswell Hill Broadway and Priory Road	5
High Road (N22) between Alexandra Road and Turnpike Lane	5
High Road (N22) between Wood Green and Bounds Green Road	5
St Ann's Road between Hermitage Road and Green Lanes	5

* TLRN road

Both the above tables show the prominence of collisions on the TLRN network.

Casualties by Location

Table 6: Junctions with the Highest Number of Casualties 2003-5
Figures for Peds / Cycles are for 2005

Junction	2003	2004	2005	Total	Peds	Cycle
High Road (N22)/ Turnpike Lane	9	11	11	31	7	1
Bounds Green Rd/ Durnsford Rd	8	8	13	29	9	0
Lordship Lane/ The Roundway (West)	14	5	9	28	3	1
High Road (N22)/ Lordship Lane	6	11	7	24	11	0
High Road (N22)/ Bounds Green Road	9	7	7	23	10	1
Lordship Lane/ High Road (N17)	7	13	2	22	3	2
Great Cambridge Road Roundway/ Great Cambridge Road*	11	4	4	19	0	0
Great Cambridge Road/ White Hart	7	9	2	18	5	0

Lane*						
High Road (N15)/ Philip Lane*	7	6	5	18	4	1
Turnpike Lane/ Wightman Rd	14	0	4	18	1	0
High Road (N15)/ Seven Sisters Road*	7	5	5	17	9	1
Seven Sisters Road/ St Anns Road*	8	2	7	17	4	0
High Road (N15)/ West Green Road*	10	4	3	17	4	1
Green Lane/ St Anns Road	9	4	4	17	3	3

* TLRN Roads. Haringey Council is highway authority for all other roads.

This table demonstrates that most accidents occur at junctions along Haringey's major roads – Tottenham High Road, Seven Sisters Road and Wood Green High Road.

Table 7: Sections of road with the Highest No. of casualties by rate (no of casualties per km of road)

Section of road	2003	2004	2005	Total	Casualties per km	Peds	Cycle
Green Lanes between St Ann's Road and Hermitage Road	18	30	22	70	90.9	24	5
Broad Lane between Ferry Lane and High Road N15*	28	21	20	69	72.6	8	1
Bounds Green Road between High Road N22 and Durnsford Road	22	16	17	55	59.1	7	5
High Road [N22] between White Hart Lane and borough boundary	15	26	13	54	61.4	8	5
Archway Road between Shepherd's Hill and Hornsey Lane*	28	15	6	49	61.8	13	1
Seven Sisters Road between St Ann's Road and High Road [N15]*	24	19	6	49	72.1	17	3
Seven Sisters Road between St Ann's Road and borough boundary*	18	15	11	44	71	9	5
High Road [N17] between Bruce Grove and Monument Way*	20	12	11	43	74.1	16	2

High Road (N22) between Turnpike Lane and Alexandra Road	13	14	15	42	93.3	21	0
Lordship Lane between Perth Road and Westbury Avenue	15	13	12	40	70.2	11	1
Lordship Lane between Wood Green High Road and Perth Road	14	15	11	40	59.7	19	4

* TLRN Roads. Haringey Council is highway authority for all other roads.

Sections of road length that are Haringey controlled and have a higher rate per km than some of those in the table above include:

Table 8: Links with High Collision Rate per Km 2001-2003

Link	Casualties per km
Green Lanes between West Green Road and Turnpike Lane	119
High Road (N22) between Wood Green and Bounds Green Road	109.5
High Road (N22) between Turnpike Lane and Alexandra Road	93.3
Green Lanes between St Ann's Road and Hermitage Road	90.9
High Road [N17] between Bruce Grove and Monument Way*	74.1
High Road (N17) between White hart Lane and Brantwood Road	73.9
Broad Lane between Ferry Lane and High Road N15*	72.6
Seven Sisters Road between St Ann's Road and High Road [N15]*	72.1
Seven Sisters Road between St Ann's Road and borough boundary*	71
Lordship Lane between Perth Road and Westbury Avenue	70.2

The above tables 7 and 8 show similar patterns to Table 6 namely that Green Lanes, Wood Green High Road and Tottenham High Road feature highly as the location of most collisions in the borough. This can be attributed both to the nature of the roads. As well as carrying high flows of traffic they also have active frontages concentrating pedestrian and cyclist activity. This environment brings about more instances of potential conflict between road users resulting in more collisions.

Table 9: Analysis of Major Accident Locations

Location	Casualties (2003- 2005)	Links with Other Programmes	Accident Pattern
Junctions			
High Road (N22)/Turnpike Lane	27	GLA Road Safety Plan	6 peds; 1 cyclist; 2 P2W; 2 KSI; 9 dark
Bounds Green Rd/Durnsford Rd	23	LCN+	8 peds; 0 cyclist; 3 P2W; 4 KSI; 7 dark
High Road (N22)/Bounds Green Road	22	GLA Road Safety Plan	10 peds; 1 cyclist; 0 P2W; 5 KSI; 11 dark
High Road (N22)/Lordship Lane	21	LCN+	11 peds; 0 cyclist; 3 P2W; 1 KSI; 10 dark
Lordship Lane/The Roundway (West)	20	GLA Road Safety Plan	3 peds; 1 cyclist; 0 P2W; 3 KSI; 7 dark
Lordship Lane/High Road (N17)	19		3 peds; 2 cyclist; 1 P2W; 3 KSI; 9 dark
High Road (N15)/Seven Sisters Road*	16		9 peds; 1 cyclist; 2 P2W; 2 KSI; 7 dark
Great Cambridge Road/White Hart Lane*	16	GLA Road Safety Plan	5 peds; 0 cyclist; 0 P2W; 3 KSI; 4 dark
High Road (N15)/Philip Lane*	16		4 peds; 1 cyclist; 3 P2W; 3 KSI; 7 dark
Seven Sisters Road/St Anns Road*	16	GLA Road Safety Plan	3 peds; 0 cyclist; 5 P2W; 4 KSI; 5 dark
High Road (N15)/West Green Road*	15		4 peds; 1 cyclist; 2 P2W; 3 KSI; 4 dark
High Road (N22)/White Hart Lane	15		3 peds; 1 cyclist; 4 P2W; 1 KSI; 5 dark

Links			
Broad Lane between Ferry Lane and High Road N15*	60	LCN+	8 peds; 1 cyclist; 12 P2W; 5 KSI; 17 dark
Green Lanes between St Ann's Road and Hermitage Road	57		22 peds; 5 cyclists; 12 P2W; 6 KSI; 27 dark
Archway Road between Shepherd's Hill and Hornsey Lane*	45	GLA Road Safety Plan	13 peds; 1 cyclist; 14 P2W; 7 KSI; 13 dark
High Road [N22] between White Hart Lane and borough boundary	44	GLA Road Safety Plan	8 peds; 5 cyclists; 9 P2W; 1 KSI; 19 dark

Bounds Green Road between High Road N22 and Durnsford Road	44	GLA Road Safety Plan	7 peds; 5 cyclists; 6 P2W; 7 KSI; 16 dark
Seven Sisters Road between St Ann's Road and High Road [N15]*	41	GLA Road Safety Plan	16 peds; 3 cyclists; 13 P2W; 4 KSI; 12 dark
High Road (N22) between Turnpike Lane and Alexandra Road	40		21 peds; 0 cyclists; 5 P2W; 5 KSI; 8 dark
High Road [N17] between Bruce Grove and Monument Way*	39		15 peds; 2 cyclists; 6 P2W; 6 KSI; 10 dark
Seven Sisters Road between St Ann's Road and borough boundary*	39	GLA Road Safety Plan	8 peds; 5 cyclists; 8 P2W; 5 KSI; 12 dark
Lordship Lane between Wood Green High Road and Perth Road	37	GLA Road Safety Plan	17 peds; 5 cyclists; 5 P2W; 4 KSI; 12 dark
West Green Road between High Road N15 and Philip Lane	37		15 peds; 1 cyclist; 0 P2W; 3 KSI; 11 dark
High Road [N15] between St Ann's Road and Seven Sisters Road*	31		8 peds; 1 cyclist; 3 P2W; 2 KSI; 9 dark
Lordship Lane between Perth Road and Westbury Avenue	30		11 peds; 1 cyclist; 7 P2W; 6 KSI; 9 dark

Links with Accident Rate per Km			
Green Lanes between West Green Road and Turnpike Lane	109.5	LCN+	13 peds; 1 cyclist; 2 P2W; 5 KSI; 6 dark
High Road (N22) between Wood Green and Bounds Green Road	90.5	GLA Road Safety Plan	5 peds; 0 cyclists; 5 P2W; 1 KSI; 5 dark
High Road (N22) between Turnpike Lane and Alexandra Road	88.9	GLA Road Safety Plan	21 peds; 5 cyclists; 12 P2W; 1 KSI; 27 dark
Green Lanes between St Ann's Road and Hermitage Road	74	LCN+	22 peds; 5 cyclists; 12 P2W; 6 KSI; 27 dark
High Road [N17] between Bruce Grove and Monument Way*	67.2	GLA Road Safety Plan	15 peds; 2 cyclists; 6 P2W; 6 KSI; 10 dark
High Road (N17) between White hart Lane and Brantwood Road	65.2	LCN+	8 peds; 0 cyclists; 0 P2W; 2 KSI; 4 dark
Broad Lane between Ferry Lane and High Road N15*	63.2	LCN+	8 peds; 1 cyclists; 12 P2W; 5 KSI; 17 dark
Seven Sisters Road between St Ann's Road and borough boundary*	62.9	LCN+	8 peds; 5 cyclists; 8 P2W; 5 KSI; 12 dark
Seven Sisters Road between St Ann's Road and High Road [N15]*	60.3		16 peds; 3 cyclists; 13 P2W; 4 KSI; 12 dark

* TLRN Roads. Haringey Council is highway authority for all other roads.

