



ENVIRONMENT OVERVIEW AND SCRUTINY SUB COMMITTEE 30 NOVEMBER 2021

Subject Heading:	Traffic & Parking Safety Schemes Update 2021_22.
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Policy context:	London Borough of Havering's Highways Improvement Plan (HIP), Transport for London's (TfLs) Local Implementation Plan (LIP) and S106 / CIL (Developer) Funded Traffic and Parking Road Safety Schemes Overview for 2021/22
Financial summary:	N/A

The subject matter of this report deals with the following Council Objectives

Communities making Havering	[X]
Places making Havering	[X]
Opportunities making Havering	[X]
Connections making Havering	[X]

SUMMARY

- 1.1 In line with Transport for London's (TfL's) actions for local authorities in London, the Mayor's Transport Strategy (MTS) sets out objectives including healthy streets and provision of a good transport experience as key parts of the MTS policy framework. The Local Implementation Plan (LIP) is an allocation of funding to the London boroughs by TfL to spend on projects that support the MTS and shape London's social and economic development to encourage active travel and make provisions for both walking and cycling.
- 1.2 Vision Zero is a part of the MTS and is an initiative first introduced in Sweden in 1997. Vision Zero is an action plan which focuses particularly on reducing road danger on our road network, by implementing schemes which will reduce crashes and improve road safety.

- 1.3 The council recognises there are additional measures that could be implemented to improve the environmental aspects of areas in Havering to improve road safety to reduce casualties of all road users on both Transport for London Road Network (TLRN) and borough roads, especially in the vicinity of schools.
- 1.4 Havering is investing significant levels of its' LIP funding on physical infrastructure measures to encourage modal shift. A substantial element of LIP funding is also spent on measures focused on securing behaviour change and presenting alternative travel choices for journeys.
- 1.5 These measures often encompass educational initiatives delivered in schools, to businesses and other community groups to encourage people to consider making choices involving smarter travel and road safety education initiatives. The aim of these is to encourage people to walk, cycle or use public transport to/from their destination and ultimately see a reduction in journeys by private vehicles.
- 1.6 School Street schemes which are funded by TfL offer a proactive solution for school communities to tackle air pollution, poor health, and road danger reduction. A School Street scheme will encourage a healthier lifestyle, active travel to school for families and lead to a better local environment. These schemes are a current Council priority as they are mainly self-enforcing with the use of closed-circuit television (CCTV) at timed closures points operational during school drop off and pick up times.
- 1.7 Following on from the EOSSC meeting held on 21st July 2021 this report sets out the types of safety schemes implemented since financial year 2015/2016, KPI details (where available) and before and after speed data to ascertain if safety has improved. Details of which can be found in Appendices A and B which are appended to this report.

RECOMMENDATIONS

- 2.0 To acknowledge the contents of this report which provides further information on the success of implemented safety schemes since financial year 2015/2016 to the Environment Overview & Scrutiny Sub Committee.

REPORT DETAIL

- 3.0 The Council receives funding in several ways. The Local Implementation Plan (LIP) money is allocated TFL to spend on projects that support the Mayor's Transport Strategy. Financial support is provided for schemes to improve transport networks such as principal road maintenance, school streets, moving traffic contraventions, bridge strengthening, neighbourhoods and supporting measures, traffic signal modernisation for sites on borough roads and major schemes. More details of LIP funding are provided under item 4 below.
- 3.1 Part of the developer agreement includes conditions for allocations of S106 / CIL money, which is funding made to the council by developers when there may be a

requirement for the council to adopt roads or carry out the legal process for implementing parking controls. These allocations are mainly required to mitigate the impact of, or support, the development.

3.2 The council also allocates capital funding for approved schemes such as the Highways' Improvement Plan (HIP) where investment is allocated to make improvements on borough's roads, footpaths and street lights.

4.0 Local Implementation Plan

4.1 A Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the Greater London Authority (GLA) Act 1999. Its purpose is to set out to Transport for London (TfL) how Havering intends to deliver the Mayor of London's Transport Strategy (MTS) at a local level.

4.2 A LIP is required if the Council is to receive annual financial funding from TfL. The Mayor of London intends that this financial support will allow the borough to implement schemes to improve the transport network in line with Mayoral requirements and regarding local circumstances, priorities, and resources.

4.3 A key part of the LIP is the three-year delivery plan which sets out:

- a) how the Council intends to spend indicative allocations received from the Mayor of London.
- b) broad packages of schemes that would be delivered over specific time periods.

4.4 The Council's LIP was approved by the Deputy Mayor for Transport in June 2019 and the three-year delivery plan contained within it covers the years 2019/20, 2020/21 and 2021/22.

4.5 Under normal circumstances, every year, the Council must make a LIP Annual Spending Submission (ASS) to TfL to secure funding for transportation initiatives and programmes that will be delivered across the Borough in the following financial year. Each year boroughs are given indicative funding allocations based on a funding formula, and the purpose of the funding submission is to set out how that funding will be spent.

4.6 TfL annually advises London Boroughs on how to develop their spending submissions based on its LIP funding guidance and the requirements for this include:

- a) Supporting the Mayor's Healthy Streets Initiative and the important Vision Zero road safety initiative.
- b) Encourage measures that affect significant modal shift from the private car to walking, cycling and public transport in line with the overarching objective of the MTS.

- c) Reflect the Mayor's three core priorities of Healthy Streets and Healthy People, A Good Public Transport Experience, and New Homes and Jobs as set out in the Mayor's Transport Strategy.
- d) Work towards delivering LIP targets as set out in borough Local Implementation Plans (LIP3).
- e) Reflect the Council's own priorities and strategies and objectives as set out in our Local Implementation Plan (LIP), and other strategies such as the Council's emerging Local Plan.

5.0 Funding during Covid 19 Pandemic

5.1 The last 18 months have seen a marked change in the way in which TfL allocates funding to London Boroughs. TfL has received three government bailouts since the start of the Pandemic. This is because TfL is reliant of revenue it generates through passengers using public transport. Given the significant reduction in passenger transport use for a substantial period of the last 18 months, this has affected the level of revenue that gets generated for TfL. As result the government has had to provide TfL with financial assistance.

5.2 The most recent financial settlements cover the period 1st June to 11th December where TfL has received £1.08 billion from the Government. TfL is not able to confirm how much funding will be available form 11 December for the rest of the year or for next financial year. The make planning work, and committing action to members and residents impossible. It is not yet known what schemes will be delivered over the next few months.

5.3 Typically, the council received £1.5m per year from TfL to deliver LIP schemes and initiatives. So for this financial year the council has only received £110k. Virtually all funding for physical work on the network has been withdrawn.

5.4 Members will appreciate that is has not been possible to deliver the anticipated programme of works and this has led to disappointment, and some concern where safety schemes have not been able to be undertaken.

5.5 Financial Summary Details were submitted to the EOSSC on 21st July 2021 and detailed in Traffic Safety Schemes Presentation in Appendix A, which is appended to this report for ease of reference

6.0 Scheme implementation update

6.1 At the EOSSC on 21st July 2021 it was agreed that officers would present details of the traffic and safety schemes which had been implemented in the last five years to ascertain their success and details of this are provided in Appendix B.

6.2 The delivery of Havering's casualty reduction programme can be seen in TfL's Traffic Accident Diary System (TADS) data which shows Killed and Seriously Injured (KSI) levels before and after a scheme has been implemented. The table below provides details of schemes which have been delivered through Havering's LIP programme on roads which all have a posted speed limit of 30mph.

6.3 The implementation of various traffic and safety schemes have shown significant benefits regarding the safety of the road network, and they have resulted in a notable

reduction in both speeds and KSIs. The tables below provide a summary of the data gathered but more detailed tables are provided in Appendix B to this report.

6.4 Accident trends tend to be quite fluid and officers undertaking feasibility works would look at five-year averages. The table below confirms that in addition to the reduction in KSIs the average driver speed has in the majority of cases reduced. However, in reality one incident can make both speeds and accident data appear to be higher than they actually are.

6.5 Since 2016 there has been a significant decrease in accidents on our Havering roads compared to projects from trends prior to the safety interventions being introduced. A more detailed overview of the before and after KSI and speed data (where available) for schemes implemented since financial year 2015/2016 is detailed in Appendix B.

IMPLICATIONS AND RISKS

Financial implications and risks: This is an update report only to show the success of schemes already implemented which means that all implications were considered during their respective approval processes for each scheme prior to implementation.

Legal implications and risks: There are no legal implications as a result of this report which is for information only.

Human Resources implications and risks: This is an update report only to show the success of schemes already implemented which means that all implications were considered during their respective approval processes for each scheme prior to implementation.

Equalities implications and risks: This is an update report only to show the success of schemes already implemented which means that all implications were considered during their respective approval processes for each scheme prior to implementation.

Business Partners: This is an update report only to show the success of schemes already implemented which means that all implications were considered during their respective approval processes for each scheme prior to implementation.

Appendices

Appendix A
Traffic Safety Schemes Financial Summary 2021_22 Presentation
Submitted to EOSSC on 21st July 2021

Appendix B
Speed and Killed and Seriously Injured (KSI) Data for
Traffic Safety Schemes Implemented between 2016 and 2021

BACKGROUND PAPERS

- Local Implementation Plan (LIP) and Local Development Framework and Strategic Transport.
https://www.havering.gov.uk/downloads/download/728/havering_local_implementation_plan_transport_strategy
- Mayor's Transport Strategy (MTS) and Transport for London (TfL)
<https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>
- TfL's Collstats data and interim monitoring Traffic Accident Data (TAD) data to end December 2018. (Restricted access).
- Crashmap (Worldwide access).