



# **Sustainable Transport Strategy 2006 – 2016**

Islington's Local Implementation Plan

## Appendix C: Islington Road Safety Plan



# Appendix C

## Islington Road Safety Plan

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## 1.0 Introduction

- 1.1 Road traffic accidents are a serious concern to the people of Islington and therefore to the council. Of particular concern is the safety of children on Islington's roads. As part of Islington Council's Sustainable Transport Strategy to improve Islington's transport environment and the quality of life in the borough, this Road Safety Plan sets out all the proposals and programmes included in the strategy that will be undertaken over the next ten years to reduce road traffic accidents and casualties in Islington.
- 1.2 In 2002, Islington Council published its 'Road Safety Plan 2002-2006'. This document set out the council's vision for achieving a safer transport environment in Islington with a particular focus on a change in driver behaviour and protecting vulnerable road users including children, pedestrians, cyclists and motorcyclists. Since 2002, Islington has seen a significant reduction in road traffic casualties. But even one injury or fatality on Islington's roads is too many, so the council's road safety work continues.
- 1.3 To fulfil a requirement of the Mayor of London and Transport for London's Local Implementation Plan guidance, this Road Safety Plan updates the council's existing plan and makes it part of the overall Sustainable Transport Strategy for Islington Council. While some of the approaches have changed, the overall focus of the plan remains on driver behaviour and protecting vulnerable road users, as in the 2002 plan. The plan will be reviewed annually, and any changes will be included in council's the annual progress report.
- 1.4 In reducing road traffic casualties, Islington Council is primarily working to reduce road danger, for instance by reducing traffic speeds and volumes, and by re-designing streets to give priority to more vulnerable road users. We seek to create safer street environments for everyone, rather than segregating vulnerable road users from the traffic.
- 1.5 This plan is complemented by the School Travel Strategy (appendix D), which provides more detail on road safety issues related to school travel. That strategy is focused on the council's School Travel Plan and Safer Routes to School programmes, which will help to make roads safer for Islington's children.
- 1.6 This Road Safety Plan begins with a summary of the Sustainable Transport Strategy of which it is a part, followed by some background information and a summary of recent trends in road traffic casualties. The plan then lists the proposals and programmes from chapters 4 and 5 and appendix A of the STS that will impact on road safety in the borough, with a particular focus on the areas of road safety education and training, school travel plans and safer routes to school. Finally, the relevant STS targets and performance indicators from chapter 7 are also summarised.

This Road Safety Plan builds on chapters 4, 5 and 7 and appendix A of the STS, compiling all road safety related measures and more detailed casualty statistics.

## 2.0 **Islington Council’s Sustainable Transport Strategy**

- 2.1 The Sustainable Transport Strategy for Islington has been written to
- communicate Islington Council’s transport strategy for the next ten years to Islington’s residents, businesses, partners and other stakeholders
  - contribute towards the council’s new planning policy, the Local Development Framework (LDF), which is being developed alongside the transport strategy and will replace the existing Unitary Development Plan (UDP) over the next two years
  - consolidate all existing transport strategies for Islington, including the 1999 ‘Making the Connections: Islington’s Sustainable Transport Strategy’ and the 2001 ‘Interim Local Implementation Plan’ (ILIP)
  - be used as a strategic tool by council officers to assist longer-term programming and co-ordination of transport improvements
  - fulfil the Mayor of London’s requirement for all London local authorities to develop a ‘local implementation plan’ (LIP) showing how they will help to implement the Mayor’s Transport Strategy (MTS) for London over the next three years
- 2.2 The strategy’s vision is derived from Islington Council’s overall ‘One Islington’ vision, which is to make Islington
- a greener place to live
  - a place where people of all backgrounds are able to realise their full potential
  - a borough of safe, empowered communities
- 2.3 Building on the ‘One Islington’ vision, the objectives of this sustainable transport strategy are to make Islington’s transport environment
- Safe
  - Accessible
  - Green
  - Efficient
  - Secure
  - Attractive
- 2.4 The strategy is a comprehensive compilation of transport information, containing
- Islington’s socio-economic/demographic and transport contexts (chapters 1 and 2)
  - strategic transport policies (chapter 3)
  - proposals for specific transport topic areas (chapter 4)
  - the funding implications of the strategy (chapter 5)
  - a ‘core capacity statement’ summarising the council’s capacity to deliver the proposed programme (chapter 6)
  - targets and performance indicators that will be used to monitor implementation of the strategy (chapter 7)
  - and a number of additional chapters and appendices to present further detail and to assist specific individuals and groups to find the information most likely to be of interest to them
- 2.5 This Road Safety Plan is a part of the council’s statutory requirement to develop a Local Implementation Plan. Readers seeking more detail or further

background should read this plan in conjunction with the broader strategy.

### 3.0 **Background**

- 3.1 Road traffic accidents are a serious concern within the community, and can significantly affect quality of life. Although road traffic casualties in Islington have decreased considerably over recent years, even one injury or fatality on Islington's roads is too many. However, at least partially as a result of the introduction of a number of traffic calming schemes, controlled parking zones and a road safety education over the past few years, the number of road traffic casualties in Islington is decreasing significantly.

A road traffic casualty is when someone is injured or killed in a traffic-related accident or collision

The council's road safety targets mainly focus on reducing the number of people killed or seriously injured (sometimes referred to as 'KSIs') on Islington's roads, but also on reducing the number of people who are slightly injured (sometimes referred to as 'slights')

#### **The cost of road traffic casualties to the community**

- 3.2 Road traffic casualties carry a high emotional cost. But they also carry a high economic cost to Islington's communities. The Department for Transport estimates that every road traffic fatality that can be prevented provides a benefit to the community of about £1.4 million, and a serious injury about £155,000 (DfT 2004). These estimates take into account the cost of health care, social services in the case of injuries that cause temporary or permanent disability, and loss of productivity for employers when their employees miss work as a result of traffic-related injuries or death.

### **Road traffic casualties in Islington**

- 3.3 In recent years, Islington has been among the top boroughs in London in terms of reducing road traffic casualties. Between 2003 and 2004 there was a 37.7% reduction in the total number of people killed or seriously injured in Islington. Going further back, serious injuries and fatalities have already decreased by 45.6% since 1994-98, which means the council has already met our 40% reduction target to be achieved between 1994-98 and 2010. (The average of the five years between 1994 and 1998 is used nationwide as a baseline measure for casualty reduction targets.)

#### ***Child casualties***

- 3.4 Child casualties are of particular concern to the community and therefore to the council. Fortunately, the number of children seriously injured or killed on Islington's roads has also decreased significantly in recent years, from about 19 per year between 1994 and 1998 to 4 in 2004, a decrease of nearly 80%. But more can be done to make roads even safer for children.

#### ***Pedestrian casualties***

- 3.5 The recent reduction in pedestrian casualties within the borough has been a major part of the overall downward trend in road traffic casualties. The number of pedestrians seriously injured or killed on Islington's roads has dropped from about 76 per year between 1994 and 1998 to 26 in 2004, a decrease of 66%.
- 3.6 Figure C.1 illustrates the distribution of pedestrian casualties within the borough Figure C.2 shows the distribution of pedestrian casualties compared to the Indices of Multiple Deprivation Rankings of all Lower Super Output Areas (LSOAs) in the borough. While most casualties occurred along the major roads in Islington, casualties that did not occur on major roads tended to be located in areas of worse deprivation (ranked in the 20% worst LSOAs in England and Wales).

Figure C.1

Scale 1:35,000



## Casualty Severity in Wards of Islington

Road Casualties by severity (01/12/01 – 30/11/2004)

★ Slight (596) ★ Serious (141) ★ Fatal (7)



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### ***Cyclist casualties***

- 3.7 Casualties among cyclists have not decreased as dramatically in recent years as those among children and pedestrians. However, there has still been a 35% decrease in the number of cyclists killed or seriously injured on Islington's roads since 1994-1998, from about 26 per year down to 17 in 2004. Greater London cycle casualty statistics seem to suggest that increased cycling results in a drop in cycle casualties as motorists become more used to the presence of cyclists on the road (TfL 2005).

### ***Motorcycle and scooter casualties***

- 3.8 Motorcycles and scooters are in wider use in London since the introduction of the central London congestion charge scheme, from which they are exempt. This initially resulted in an increase in motorcycle and scooter casualties throughout London and in Islington. However, despite a significant increase in use, there were 32 people killed or seriously injured while using a motorcycle or scooter in Islington in 2004, with an additional two passengers killed or seriously injured. This is not significantly higher than the yearly average between 1994 and 1998, which was 32 people killed or seriously injured. As with cyclists, it is possible that the increased use of motorcycles and scooters in recent years is actually making their use safer, as suggested by a recent analysis of TfL casualty statistics for motorcycles and scooters (Livett, 2005). But more must be done to make it even safer to use a motorcycle or scooter in Islington.

### ***Slight casualties***

- 3.9 Some accidents that leave people only slightly injured could easily result in a serious injury or even a fatality. For this reason, the council seeks to reduce slight injuries as well as more serious injuries. Between 1994 and 1998, about 1,114 people were slightly injured per year on Islington's roads. But in 2004 this figure had dropped to 807, a 28% reduction.

A **slight injury** is an injury of a minor character such as

- a sprain, including neck whiplash injury, not necessarily requiring medical treatment
- bruises
- slight cuts
- slight shock requiring roadside attention.

Those who are merely shaken and have no other injury should not be included unless they receive or appear to need medical treatment.

### ***Overall casualty trends***

- 3.10 The figures discussed above are shown in tables C.1 and C.2, and figure C.3 shows the overall decline in the total number of road traffic casualties in Islington between 1994 and 1998.

**Table C.1: Road traffic casualties in Islington**

	<b>1994-1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>
<b>People killed or seriously injured (including children)</b>	185.6	189	219	227	174	162	101
<b>Children killed or seriously injured on roads</b>	18.6	16	18	23	16	20	4
<b>People slightly injured on roads</b>	1113.8	1163	1207	1164	1081	970	807
<b>Pedestrians killed or seriously injured</b>	76.0	61	82	81	66	49	26
<b>Cyclists killed or seriously injured</b>	26.0	37	36	35	33	25	17
<b>People killed or seriously injured while operating motorcycles or scooters</b>	31.8	41	50	61	40	46	34

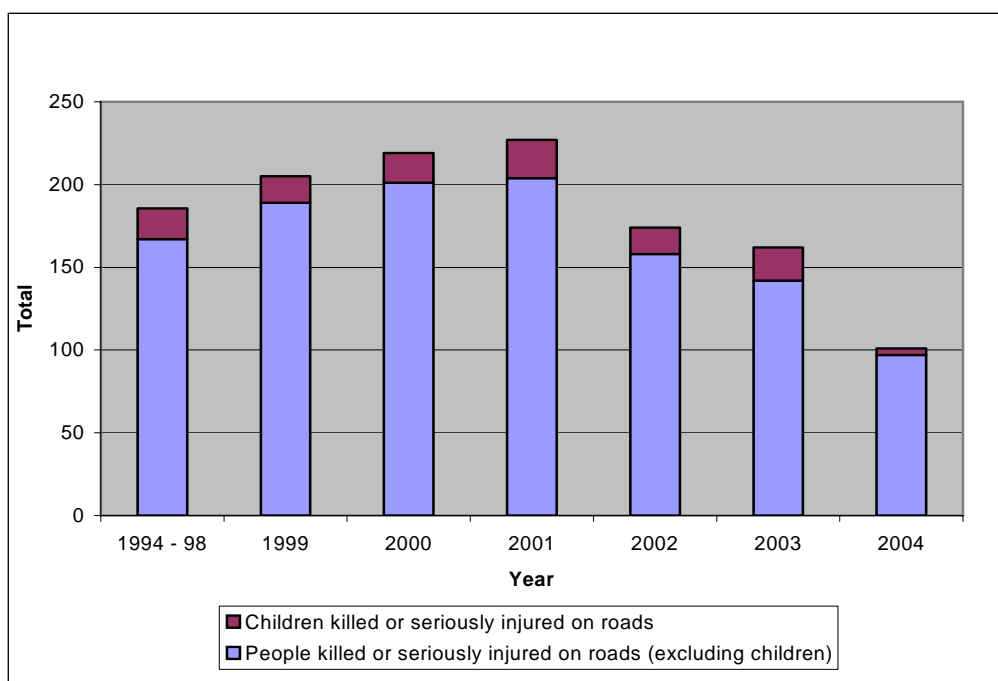
Source: London Accident Analysis Unit

**Table C.2: Road traffic casualties by mode in Islington**

<b>Mode</b>	<b>1994-98</b>	<b>2003</b>	<b>2004</b>
Pedestrians	335.4	262	182
Pedal cycles	203.8	181	167
Motorcycles and scooters	253.2	258	225
Cars	381.8	310	212
Taxi	16.2	12	8
Bus/coach	78.2	84	96
Goods vehicles	25.8	21	11
Other	5	4	7
<b>Total</b>	<b>1299.4</b>	<b>1,132</b>	<b>908</b>

Source: London Accident Analysis Unit

**Figure C.3: People killed or seriously injured on Islington's roads**



Source: London Accident Analysis Unit

#### 4.0 Policy context

##### European Road Safety Charter

4.1 Islington Council is a signatory of the European Commission's European Road Safety Charter. The charter aims to achieve a 50% reduction in road accidents by 2010 – thereby saving 20,000 lives across the countries that have signed the charter. The charter, which supports the European Road Safety Action Programme, sets out principles for a sustainable road safety policy at the local level. Islington Council is committed to proactively undertaking measures to achieve the objective of reducing the number of traffic-related deaths on the roads by at least 50% by 2010.

##### National policy and casualty reduction targets

4.2 Current Government transport policy related to road safety is set out in these key documents, some of which are described below:

- Transport Act 2000
- Traffic Management Act 2004
- PPG13 (Transport)
- Tomorrow's Roads – Safer for Everyone
- Policy, planning and design for walking and cycling (Local Transport Note)
- Health White Paper 2004
- Department for Transport / Home Office Roads Policing Strategy

4.3 The Government's Road Safety Strategy, *Tomorrow's roads: safer for everyone* (DfT, 2000) set reduction targets for the year 2010. The targets,

compared with the average for 1994-98, were

- a 40% reduction in the number of people killed or seriously injured in road accidents
- a 50% reduction in the number of children (0-15yrs) killed or seriously injured
- a 10% reduction in the slight casualty rate expressed as the number of people slightly injured per 100 million kilometres

4.4 The Government's White Paper, ***Saving Lives: Our healthier nation*** (DH, 1999) highlights the fact that, nationally, accidental injury (including on the roads) causes nearly one third of deaths in 10-14 year olds, whilst two thirds of accidental deaths among 15-24 year olds are due to road crashes.

4.5 The Government's ***Integrated Transport White Paper*** (DfT, 1998) emphasises the need to address the problems of car usage for the school journey, recommending the adoption of Safer Routes to School schemes in every local authority as a means of reducing traffic congestion at school peak times and improving the health of children.

### **London-wide policy and casualty reduction targets**

4.6 The ***Mayor's Transport Strategy*** (GLA, 2001) contains a commitment to ease congestion by a reduction of traffic growth in outer London by a third. The strategy also aims to "improve air quality and the environment, alongside promoting healthier means of travel."

4.7 ***London's Road Safety Plan*** (TfL, 2001) acknowledged the importance of casualty reduction by building on the government's road safety targets. This plan established a new target to reduce the total number of people killed or seriously injured on London's roads by 40% between 1994 and 2010. In addition, targets were established to reduce the number of pedestrians, cyclists and motorcycle/scooter riders killed or seriously injured by 40%.

4.8 In the years since these targets were set, progress in reducing road traffic casualties in London has been relatively successful. So to encourage even further reduction, the Mayor of London in early 2006 upgraded the casualty reduction target for children to a 60% reduction, and the targets for pedestrians, cyclists and total number of people killed or seriously injured was upgraded to 50%.

4.9 These road safety targets are set against other national and local targets such as increasing the number of people walking, cycling and using public transport. This means that casualty reduction cannot be achieved by removing vulnerable road users from the street environment. Instead, streets have to be made safe and attractive enough to lure people out of their cars in favour of walking, cycling and public transport.

4.10 The ***London Health Strategy*** (London Health Commission, 2000) was developed by the London Health Commission to support strategic, London-wide health improvement, and to reduce health inequalities both between different groups of people and between different parts of London. Reducing road traffic casualties and improving air quality are two of the strategy's ten 'higher level indicators'.

## Local policies

### *Public Service Agreement*

- 4.11 Islington Council has a Public Service Agreement (PSA) with the Office of the Deputy Prime Minister (ODPM) encompassing local casualty reduction targets for killed and seriously injured casualties, including child casualties. This agreement stretches the national and London targets.

### *Planning context*

- 4.12 The council's statutory **Unitary Development Plan (UDP)**, adopted in June 2002, sets out the council's planning policies, and provides the basis for all the council's planning decisions. The UDP policies that address road safety issues have been incorporated into the Sustainable Transport Strategy policies established in chapter 3 and listed in the next section.
- 4.13 As part of a major reform in the UK planning system, all local authorities are currently phasing out their UDP and replacing it by a Local Development Framework. It is anticipated that most elements of the LDF will be adopted by 2008. The UDP and LDF are discussed in more detail in chapter 3.

## Sustainable Transport Strategy Policies

- 4.14 Islington's STS establishes a number of strategic transport policies that support road safety in Islington, including those listed below. All policies are presented in chapter 3 of the STS.
- SA1 Casualty reduction:** We will design council traffic schemes to ensure that the safety of all road users, particularly vulnerable road users, is paramount
  - SA2 Speed reduction:** We will continue to explore and implement measures to reduce driving at dangerous speeds, especially in residential, shopping and school areas
  - SA3 Traffic reduction:** We will make Islington's roads safer and less congested by reducing non-essential motor vehicle journeys, especially in residential, shopping and school areas
  - SA4 Safer routes to school:** We will review traffic arrangements around every school in Islington to reduce road danger for school-children
  - SA5 Road safety education:** We will continue to raise awareness of road dangers and promote safer behaviour, especially to protect vulnerable road users
  - G10 People-friendly streets:** We will increase walking by making Islington's streets more 'people-friendly'
  - G11 Cycling-friendly streets:** We will increase cycling by making Islington's streets more 'cycling-friendly'
  - G13 Behaviour change education:** We will continue to complement our range of physical measures with travel awareness education, information, events and project pilots, and travel plan promotion, to encourage shift towards more sustainable travel
  - E1 Road user prioritisation:** We will balance competing demands for Islington's limited space to ensure the safe and efficient movement of people and goods, giving priority to road users in the following order:
    1. pedestrians and people with mobility and sensory difficulties

2. cyclists
3. users of public transport
4. taxis and delivery vehicles
5. users of cleaner-fuel vehicles
6. users of motorcycles and scooters
7. other road users

**E2 Reducing congestion:** We will manage traffic congestion by reducing traffic volumes and encouraging more efficient forms of travel

**E5 Quality highways:** We will maintain and improve the condition of council roads, footways and bridges, and will use sustainable construction techniques

## 5.0 Sustainable Transport Strategy Performance Measures

5.1 In 2001, the London Road Safety Plan established a target to reduce road traffic casualties among children by 50% and among other road user categories by 40%. In early 2006, the Mayor approved more ambitious targets to be achieved by 2010. Islington Council has adopted these new targets as part of this Sustainable Transport Strategy. Tables C.3 and C.4 set out the specific performance measures related to improving road safety. These are also presented in chapter 7 of the STS.

5.2 In recent years, Islington has been among the top boroughs in London in terms of reducing road traffic casualties. In 2004, the number of people killed or seriously injured on Islington's roads decreased by 45% compared to the 1994-1998 yearly average. And the number of children killed or seriously injured decreased by nearly 80% during the same period. It is therefore hoped that the council will be able to continue to achieve reduction beyond the London-wide targets indicated below.

**Table C.3: Islington’s STS targets for improving road safety**

Target / PI	Performance Indicator Description	Baseline Measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective	Source			
<p><b>Road Safety (Target LIP1a-LIP1f):</b> TfL and boroughs (obtaining the support of the Police where appropriate) are to achieve a reduction of 50% in numbers Killed and Seriously Injured (KSI) by 2010 compared with 1994-1998 overall and separately for pedestrians and cyclists; a reduction of 40% for motorcyclists; a reduction of 60% in the number of children killed or seriously injured and a reduction of 25% in the slight casualty rate per 100 million vehicle kilometres.</p>										
Target LIP1a-f	<b>Target</b>		<b>Baseline data</b>			<b>Target</b>			Safe (SEA – SA1)	LIP Guidance Target; data from London Road Safety Unit
			<b>94-98</b>	<b>2003</b>	<b>2004</b>	<b>2006</b>	<b>2008</b>	<b>2010</b>		
	1a	Overall KSI	185.6	162	101	<141	<126	<93 (-50%)		
	1b	Pedestrians KSI	76.0	49	26	<58	<52	<38 (-50%)		
	1c	Cyclists KSI	26.0	25	17	<20	<18	<13 (-50%)		
	1d	Motorcycles and scooters KSI	31.8	46	34	<24	<22	<19 (-50%)		
	1e	Children KSI	18.6	20	4	<13	<11	<7 (-60%)		
	1f	Overall slight casualties <sup>1</sup>	1,113.8	970	807	<947	<891	<835 (25%)		
<i>(Data updated annually)</i>										

<sup>1</sup> The slight casualty target may eventually be measured as a rate per 100 million vehicle kilometres, but until further guidance is received from the DfT slight casualties will be monitored as numbers.

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Target / PI	Performance Indicator Description	Baseline Measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective	Source
Target LIP2	Percentage of primary and secondary schools reviewed for school road safety [Boroughs are to review road safety <sup>2</sup> around all primary and secondary schools in London by 2008.] <i>(Data updated annually)</i>	2004/05: 35% 25 out of 72 total  2006/07: 44% 32 out of 72 total	44% (32)	100% (72)	100% (72) by end 2007/08	Safe	LIP Guidance Target; data from LBI

<sup>2</sup> Where the 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.

**Table C.4: Islington’s STS performance indicators**

PI	Performance Indicator description	Baseline measure	Islington LIP Objective	Source		
PI LIP15a	Number of casualties (killed or seriously injured, and slight) for all vehicle classifications <i>(Data updated annually)</i>		Safe	LIP Guidance Target; data from London Accident Analysis Unit		
	<b>All casualties – Baseline and targets by vehicle classification</b>					
		<b>Baseline data</b>				
	<b>Mode</b>	<b>1994-98</b>			<b>2003</b>	<b>2004</b>
	Pedestrians	335.4			262	182
	Pedal cycles	203.8			181	167
	Motorcycles and scooters	253.2			258	225
	Cars	381.8			310	212
	Taxi	16.2			12	8
	Bus/coach	78.2			84	96
Goods vehicles	25.8	21	11			
Other	5	4	7			
<b>Total</b>	<b>1299.4</b>	<b>1,132</b>	<b>908</b>			

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PI	Performance Indicator description	Baseline measure	Islington LIP Objective	Source	
PI LIP15b	Number of pedestrian injuries by ethnic group <i>(Data updated annually)</i>		Safe	LIP Guidance Target; data from TfL	
	Islington 2003/04 Pedestrian Casualties by Ethnic Group				
	<b>Ethnic Group</b>	<b>2003</b>			<b>2004</b>
	White-skinned European	138			97
	Dark-skinned European	14			17
	Afro-Caribbean	47			21
	Asian	5			4
	Oriental	5			5
	Arab	1			5
Not Known	52	32			
<b>Sum</b>	<b>262</b>	<b>181</b>			
PI LIP16	Percentage of primary and secondary schools with school road safety schemes implemented <i>(Data updated annually)</i>	2004/05: 31% 19 out of 72 total  2006/07: 44% 32 out of 72 total	Safe	LIP Guidance PI; data from LBI	
PI BV99ai	Number of people killed or seriously injured (KSI) in road traffic collisions <i>(Data updated annually)</i>	94-98: 185.6 03/04: 174 04/05: 162	Safe	LBI; BVPP	
PI BV99aii	Percentage change in the number of people killed or seriously injured (KSI) in road traffic collisions since the previous year <i>(Data updated annually)</i>	03/04: -23.35% 04/05: -6.90%	Safe	LBI; BVPP	

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PI	Performance Indicator description	Baseline measure	Islington LIP Objective	Source
PI BV99aiii	Percentage change in the number of people killed or seriously injured (KSI) in road traffic collisions since the 1995-98 average (185.6) <i>(Data updated annually)</i>	03/04: -6.25% 04/05: -12.72%	Safe	LBI; BVPP
PI BV99bi	Number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions <i>(Data updated annually)</i>	03/04: 16 04/05: 20	Safe	LBI; BVPP
PI BV99bii	Percentage change in the number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions since the previous year <i>(Data updated annually)</i>	03/04: -30.43% 04/05: -25%	Safe	LBI; BVPP
PI BV99biii	Percentage change in the number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions since the 1994-98 average (18.6) <i>(Data updated annually)</i>	03/04: -13.99% 04/05: -7.53%	Safe	LBI; BVPP
PI BV99ci	Number of people slightly injured in road traffic collisions <i>(Data updated annually)</i>	94-98: 1113.8 03/04: 1081 04/05: 970	Safe	LBI; BVPP
PI BV99cii	Percentage change in the number of people slightly injured in road traffic collisions since the previous year <i>(Data updated annually)</i>	03/04: -7.13% 04/05: -10.27%	Safe	LBI; BVPP
PI BV99ciii	Percentage change in the number of people slightly injured in road traffic collisions since the 1994-98 average <i>(Data updated annually)</i>	03/04: -2.94% 04/05: -12.91%	Safe	LBI; BVPP

## 6.0 Sustainable Transport Strategy proposals to improve road safety

### Proposal RS1 – Road safety education and training

To provide road safety education to all members of the community, with a focus on higher-risk groups and areas

- 6.1 Road safety education and training programmes are designed to complement on-street physical measures. These programmes and campaigns are tailored to the needs of different age groups, and will broaden and change as new issues emerge and as new approaches are developed.
- 6.2 One of the ten main themes for improving road safety highlighted in the national road safety strategy is making streets ‘Safer for Children’. The Government has a specific objective to encourage local authorities to promote the safety of travel to and from school. Islington Council’s road safety education and training programme has a strong focus on children, as described below.
- 6.3 For nursery and pre-school children (aged 3-5 years), Islington council’s road safety education and training programme will focus on the following initiatives:
- **Child Safety Week** – working in partnership with other agencies to plan events in Islington
  - **Children's Traffic Club** – promoting road safety awareness in health centres, nurseries and pre-schools within the borough
  - **‘Safer Steps’** – offering road safety education to nursery and pre-school pupils, reaching 50% of nurseries and pre-schools by 2007
  - **Parental advice** – offering parents/carers information advising them of the importance of teaching safe road practices from an early age
- 6.4 For primary school age children (aged 5-11 years), the council will continue to develop and deliver the following road safety education and training initiatives:
- **School Travel Plan and Travel Awareness Toolkit** – assisting all primary and secondary schools in Islington to deliver road safety and travel choice education programmes
  - **Walk to School Week** – a national campaign to promote the benefits of sustainable travel
  - **Walking Bus schemes** – encouraging more school children to walk to school safely
  - **Kerbcraft** – pedestrian skills training for 5 to 7 year olds
  - **Walk Safer** – practical pedestrian training for year 4 pupils
  - **‘Safe Cycling’ cycle training courses** – improving on-road and off-road skills and awareness for children and their parents at a range of levels according to the National Standard
  - **Junior Road Safety Officer scheme** – helping pupils to take the lead in raising awareness of road safety issues among their peers
  - **Junior Citizen Programme** – an interactive personal safety and crime prevention programme
  - **Young Voyager** – a transitional resource that helps develop

students' road safety skills

- 6.5 For secondary school age children (aged 12-18 years), the council's road safety education and training programme will continue to focus on the following elements:
- **Drama programme** – focusing on the consequences of taking risks and the effects of peer pressure
  - **'Safer Driver'** – a pre-driver education programme helping year 11 pupils understand the issues around choosing whether or not to drive, and the consequences of unsafe driving
  - **National campaigns** – supporting and promoting child-focused road safety awareness campaigns developed by other agencies
- 6.6 Finally, the council will deliver and promote a number of road safety education and training initiatives for adults. These are likely to include the following elements:
- **Adult cycle training courses** – improving on-road and off-road skills and awareness for adult cyclists at a range of levels according to the National Standard
  - **'BikeSafe'** – run primarily by the police to promote safer riding and help motorcyclists to increase their ability and confidence
  - **National campaigns** – supporting and promoting adult-focused road safety awareness campaigns developed by other agencies
- 6.7 Over the next few years, this existing programme is likely to be enhanced by new approaches developed by the council and other organisations, and by the expansion of existing approaches to new target communities and modal groups. For instance, there is a specific and immediate need to extend this programme to target users of motorcycles and scooters, to help reduce the disproportionate number of casualties suffered by these vulnerable road users. There is also a need to continuously monitor the relationship between deprivation and road traffic casualties to ensure that road safety measures are benefiting all parts of the community.

See appendix A for the specific schemes that will make up this programme over the next ten years, including costings. The programme is also summarised in a 'Form 1' provided in appendix B.

### ***Aims and delivery: Road safety education and training***

- 6.8 Some of the specific initiatives listed above are described in more detail below.
- 6.9 **Safer Steps** is a road safety project for pre-school and nursery age children. The project aims to build the foundations of young children's road safety knowledge to ensure that they have a basic understanding of potential dangers on the road and stay safe when they are near traffic. Nursery and playgroups can loan a variety of road safety teaching resources and child-size role playing equipment from the council, aimed at helping children to develop an understanding of the road environment.
- 6.10 The **Children's Traffic Club** has been developed and funded through Transport for London (TfL) to help parents and carers teach road safety skills to their young children in a fun and enjoyable way. The Nursery and

Playgroup Pack is a complete road safety resource for pre-school children, which compliments any work done at home. In addition to nurseries and playgroups using this resource to teach children road safety skills, all three-year-old children in London will receive a set of six Children's Traffic Club books enabling parents to work through the information with their children at home.

- 6.11 **Walk to School Week** is a national event, which promotes walking as an alternative mode of travel to the car. Resources are supplied to all schools participating in the week, which includes information for parents and pupils. It is hoped that some parents and pupils will continue to walk after the national event has finished.
- 6.12 The aims of the Walk to School Week programme are
1. to have 60% of all primary schools taking part in the Week by 2006
  2. to have 80% of all primary school taking part in the Week by 2010
  3. to continue to support National Walk to School Week
  4. to continue to support and maintain the profile of the Week in Islington
- 6.13 **Walking Bus Schemes** are designed to encourage groups of children to walk together to and from school, accompanied by adults who are supervising them. The routes that the walking buses take are all risk assessed and the children all wear high visibility waistcoats. The pupils benefit from the associated health benefits gained from walking, and we see a modal shift away from car travel for the school journey. The walking bus follows a set route, stopping at agreed pick up points.
- 6.14 The aim of the Walking Bus programme is to encourage and assist schools in setting up schemes, linked to the School Travel Plan process.
- 6.15 **Kerbcraft** is roadside pedestrian training for 5-7 year old children. Volunteers take the lessons, trained and supervised by a member of the road safety unit. The training covers three pedestrian skills: recognising safe and dangerous roadside locations, crossing safely at parked cars and crossing safely near junctions. There are also links with the school curriculum (e.g. communication, working with others and problem solving skills). Children of this age are very receptive and this is an ideal way to teach them valuable skills without impacting on school time and resources.
- 6.16 The aims of the Kerbcraft programme are
1. to offer Kerbcraft training programmes to 10 schools selected by analysis of accident data and deprivation level
  2. to work with 300 pupils attending these schools to deliver the kerbcraft training programme
- 6.17 **Walk Safer** practical pedestrian training offers year 4 pupils (aged 8-9 years) a better understanding of the road environment, and prepares them for independence as a road user. The programme has been developed in line with the national curriculum. Pupils participate in five one-hour practical sessions with the guidance of the road safety team.
- 6.18 The aims of the Walk Safer programme are
1. to offer 15 schools per year by 2005 the opportunity to participate in practical pedestrian training (linked to the development of School

- Travel Plans)
2. to offer 17 schools per year by 2006 the opportunity to participate in practical pedestrian training (linked to the development of School Travel Plans)
  3. to offer 18 schools per year by 2007 the opportunity to participate in practical pedestrian training (linked to the development of School Travel Plans)
- 6.19 **‘Safe Cycling’**, the council’s cycle training programme, has previously concentrated on years 5 and 6 (age 9-11 years). With a cycling officer now appointed, adult cycle training in line with the new National Standard has already begun. Work is now under way to increase participation in the programme, and to make cycle training available to all age groups at levels 1, 2 and 3 of the National Standard, described in the Cycling Action Plan.
- 6.20 The council has run a number of pilot schemes to identify the most effective ways of delivering cycle training to diverse individuals and communities. One pilot has involved early morning cycle training sessions at Poole’s Park Primary School, led by the school’s Physical Education Co-ordinator. The course focuses on improving cycling skills to raise fitness levels and teach good on-road cycling techniques among students. Other primary schools are already showing an interest in the before/after school club Level 1 training.
- 6.21 The key aims for the council’s cycle training programme are:
- To make Level 1 cycle training available to at least 250 year 5 school children in Islington in 2006/07, with a 5% increase each consecutive year to 2010.
  - To offer Level 2 and 3 cycle training to all interested school children starting in 2006-07.
  - To deliver cycle training at one of the three national levels to 50 adults in 2006-07, with a 5% increase each consecutive year.
- The cycle training programme (proposal C6) is set out in more detail in chapter 4 and in the Islington Cycling Action Plan.
- 6.22 The **Junior Road Safety Officer** scheme is a road safety initiative currently being offered to primary schools in the borough. Schools that participate in the project are required to nominate two year 6 pupils to be their school’s Junior Road Safety Officers. The role of these pupils is to facilitate road safety awareness by maintaining a safety notice board and speaking in school assemblies. This empowers pupils to take a real role in raising awareness of various important safety messages to all members of the school community, throughout the academic year.
- 6.23 The aims of the Junior Road Safety Officer programme are
1. to have 40% of primary schools participating in the project by 2007
  2. to maintain the levels of schools participating in the project and to continue to advertise and promote the project to schools not involved
- 6.24 The **Young Voyager Project** is a transitional resource that helps year 6 pupils (aged 10 - 11 years) develop the necessary skills required to become safe and confident road users in order to be able to travel independently to secondary school. Statistics show a peak in child casualties when children reach 12 years of age; this is probably due to children starting to travel more by themselves, often by bicycle. Also, most children at this age are changing

schools and visiting friends further away from home. The resource is produced in a handbook format for pupils and an information leaflet for parents/carers is also available. A teaching resource that can be used in line with the National Curriculum is also available.

- 6.25 The aims of the Young Voyager Project are
1. to offer the Young Voyager resource to all year 6 primary school pupils
  2. to offer all year 6 primary school teachers the opportunity to make use of a teaching resource that supports the Young Voyager project
- 6.26 The **Junior Citizen programme** is a multi-agency initiative aimed at raising general safety awareness amongst year 6 pupils attending primary schools. The Junior Citizen programme is an imaginative way of teaching children how to cope with everyday dangers by gaining the skills to deal with a number of different scenarios, of which road safety is one.
- 6.27 The aims of the Junior Citizen programme are
1. to develop a new more interactive road safety scenario by 2003
  2. to work with our partners to ensure that the Junior Citizen Scheme continues to be an integral part of the boroughs road safety strategy
- 6.28 A **Drama programme** including a production, “Why did the chicken cross the road?” and workshop is offered to Year 7 pupils, which will allow them to develop positive assertiveness strategies, and give them an awareness of the consequences of taking risks and the effects of peer pressure.
- 6.29 The aim of the drama programme is to offer all secondary schools the opportunity to have the drama for their year 7 pupils.
- 6.30 ‘**Safer Driver**’, a pre-driver education programme, is a six-week course offered to year 11 pupils, which covers important car driving topics such as; hazard perception, legal requirements, speed awareness and positive driver behaviour.
- 6.31 The aim of the Pre-Driver Education programme is to offer secondary schools the opportunity to have the programme for their year 11 pupils by 2006.
- 6.32 ‘**BikeSafe**’ is a nationwide initiative run by the police who work with motorcyclists to promote safer riding and to help motorcyclists to increase their ability and confidence, and ultimately to help lower the number of motorcycle rider casualties. The council will look to promote BikeSafe in future years.
- 6.33 **National campaigns** developed by other agencies such as Transport for London (TfL) and the Department for Transport (DfT) must be delivered locally in order to achieve their full impact. The council will work in partnership with these agencies to support and promote campaigns targeted to both children and adults such as:
- drink driving awareness
  - Seat-belt reminders
  - ‘Think’ – slow down
  - child pedestrian safety
  - ‘Be safe be seen’

- teenage road safety
- in-car safety

6.34 The aim for national campaigns is to publicise the campaigns and work with other agencies in order to target particular hot spots for enforcement, education and awareness within the borough.

**Proposal RS2 – Road safety enforcement**

**To continue to support traffic enforcement efforts that make Islington's streets safer and reduce road traffic casualties**

6.35 Islington Council supports the Metropolitan Police Traffic Operational Command Unit (OCU) in their themed road safety enforcement activities. The Traffic OCU focuses their enforcement efforts on a particular road safety issue each month including such issues as

- speed reduction
- wearing seat belts
- bad driving
- drink driving
- unregistered vehicles
- using mobile phones while driving
- unsafe use of powered two-wheelers
- lights/tyres/brakes
- disqualified drivers

For more information on the Traffic OCU see: [www.met.police.uk/traffic](http://www.met.police.uk/traffic)

6.36 In addition, London local authorities including Islington have been given powers to enforce moving traffic offences under the London Local Authority Act 2003. By taking over these enforcement powers from the Metropolitan Police, the council has the ability to more effectively tackle accident hot spots and traffic problem areas within Islington. This will also allow the Metropolitan Police to address competing priorities with more resources.

6.37 Enforcement is being carried out by the council using both static CCTV cameras and branded CCTV camera vehicles, which record any contraventions. Temporary signage is set in place whilst a camera vehicle is active in an area. All traffic penalty notices are supported by CCTV evidence.

6.38 Priority locations for enforcement include casualty hot spots, schools and surrounding areas, and sites where residents have complained about irresponsible parking or dangerous driving.

6.39 Islington Council supports strict enforcement by the Metropolitan Police of illegal and dangerous driving and cycling in Islington. As traffic enforcement resources have been under pressure historically, the council encourages the police to focus their enforcement activities on the most dangerous offences and those practices most likely to cause injuries and fatalities.

6.40 In addition, the council's continuing programme of road safety education and pedestrian and cycle training activities will help make Islington's roads safer for everyone. For instance, the council will continue to raise awareness of

dangerous speeding by using a mobile vehicle-activated speed sign to let drivers know if they are speeding. Other future campaigns will include pavement cycling, riding through red traffic signals and failing to give way to pedestrians at zebra crossings.

- 6.41 Road safety enforcement activities must also be accompanied by improvements to street design. This strategy includes a broad range of physical measures such as 20 mph zones, school road safety measures and controlled parking zones, which will help to reduce unsafe driving.

This proposal will be funded through the council's existing revenue budget and therefore does not require additional funding in order to be implemented.

## 7.0 **Road safety benefits of other Sustainable Transport Strategy proposals**

- 7.1 The previous section outlined the Sustainable Transport Strategy proposals and programmes that are exclusively focused on road safety. However, one of the main objectives of the Sustainable Transport Strategy as a whole is to make Islington's transport environment safer. For this reason, all proposals in the strategy will contribute towards making Islington's streets safer and preventing road traffic casualties. Some of the other proposals within the strategy that will make particularly significant contributions towards improving road safety in Islington are summarised in this section.

- 7.2 The full text of these proposals is provided in chapter 4, and the related programmes for each are provided in appendix A.

### **Traffic calming in residential areas**

- 7.3 To make Islington's roads safer and protect vulnerable road users, traffic in residential and local shopping areas must be managed carefully. Traffic calming schemes have many virtues and will help to reduce road traffic casualties in Islington. The main measure that is currently being used to make Islington's residential areas safer is establishment of 20mph zones. We also look to pilot use of 'home zones' in the future, giving higher priority to pedestrians to encourage very safe driving in residential areas.

### **Local safety schemes**

- 7.4 The objective of the local safety scheme programme is to monitor and investigate accident patterns in the borough and to implement local safety schemes to improve the safety of all users and to reduce accident levels in line with national and local road safety targets. Cyclists and pedestrians are particularly vulnerable victims of accidents in the borough, though local safety schemes are also delivered to reduce dangers for drivers, motorcyclists and scooter users.

### **School travel plans**

- 7.5 The council is working to introduce and actively promote school travel plans to all centres of education in the borough. The School Travel Strategy (appendix D) sets out a programme of measures or initiatives for reducing the number of vehicle journeys made by children, parents and staff to and from school, thereby improving personal safety on the school-run. This programme encourages school pupils and parents to consider walking or cycling to school as an alternative means of transport.

### **School road safety measures**

- 7.6 The implementation of engineering measures and expansion of the School Crossing Patrol Service as identified in School Travel Plans also form vital components of the council's road safety plan. These measures not only help to reduce road traffic accidents and rat running around the school by reducing school traffic volumes, but also help to promote healthy and more sustainable travel habits by increasing the proportion of school children who can walk and cycle to the school.

### **Safer travel at night**

- 7.7 London, including Islington, is moving towards a 24-hour economy, with more activities happening at night. There is an immediate need to make it safer for people to travel safely and conveniently at night. This need is particularly urgent for the more vulnerable groups within the community. Successfully improving the safety of travel at night within the borough involves a combination of initiatives, including providing a safer range of transport services, improving public transport information, implementing environmental improvements, raising awareness of the risks of night travel and improving enforcement measures relating to night-time travel.
- 7.8 As part of this Sustainable Transport Strategy, the council is investigating a number of initiatives subject to funding and has already committed to a number of proposals that will contribute towards safer travel at night. These include:
- HI5 – Street lighting
  - TD2 – Travel awareness education and events
  - AB1-4 – Area-based schemes
  - W3 – Walking audits
  - B2 – Bus stop accessibility
  - B3 – Improvements to bus services
  - RU1 – Station access

- RU3 – Transport interchange improvements
- TX1 – Mini-cab safety
- TX2 – Taxi ranks and access points

### **Travel demand management**

- 7.9 The council's travel demand management proposals on 'travel plan promotion' and 'travel awareness education and events' focus on raising awareness of the benefits of safer, greener and healthier ways of travelling. The related programmes of activities will make streets safer by reducing car use, but will also be delivered parallel to the Road Safety Education and Training and School Travel Plan programmes to make awareness-raising activities more cost-effective.

### **Area-based schemes**

- 7.10 The council's area-based scheme proposals focus on delivering environmental improvements in the borough's regeneration areas (AB1), in key town and district centres and on the A1 (AB2), through 'Streets for People' schemes (AB3), and to help people access stations (AB4). Issues of improving road safety especially for more vulnerable road users will be addressed as part of these measures.

## **8.0 Conclusion**

- 8.1 Improving road safety is one of Islington Council's highest transport priorities. This Road Safety Plan has presented the key policies, proposals and programmes from Islington's Sustainable Transport Strategy that will help to improve road safety and reduce road traffic accidents and casualties in Islington over the next ten years. The plan contains a range of approaches from engineering improvements to education and training. Progress towards implementation of the measures outlined in this plan and any modifications to the plan itself will be reported annually as part of overall monitoring of the Sustainable Transport Strategy.

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