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Meeting Finchley & Golders Green Area Environment Sub-Committee

Date 10 March 2008

Local Safety Schemes Programme – 2008/09

Report of Cabinet Member for Environment & Transport

Summary **To agree the 2008/09 programme of local safety schemes**

Officer Contributors Mike Freestone, Director of Environment & Transport

Status (public or exempt) Public

Wards affected Woodhouse, West Finchley, Finchley Church End, Garden Suburb, East Finchley

Enclosures Appendix A –Risk Assessment report
Appendix B – List of Initially Identified Sites for Pedestrian Crossings and Wet Road Accidents

For decision by Finchley & Golders Green Area Environment Sub-Committee

Function of Executive

Reason for urgency / exemption from call-in (if appropriate) Not Applicable

Contact for further information: Neil Richardson, Highways Group 020 8359 7525

1. RECOMMENDATIONS

- 1.1 That the 2008/09 Local Safety Scheme programme be approved;**
- 1.2 That the Director of Environment and Transport be instructed to carry out the necessary works, including where necessary making Traffic Management Orders, to implement a number of safety related measures at various locations in Finchley & Golders Green, subject to all necessary funding being available.**
- 1.3 That any unresolved material objections to be dealt with following consultation with Ward Members by the Director of Environment and Transport under delegated powers in consultation with the Cabinet Member for Environment and Transport and the Chairman of this Sub-Committee.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 None

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The 'Traffic Management - Future Strategy' report approved by Cabinet on November 2002 seeks to achieve improvements in traffic movement on the major road network, thus reducing the attraction of alternative, less suitable local roads. Improvements at those junctions that experience heavy congestion, long delays and high levels of personal injury will provide the community with a comprehensive improvement.
- 3.2 The Council's Corporate Plan 2007/8 –20010/11 confirms the Council's commitment to improve transport traffic flow and roads, to reduce journey times and improve reliability through effective traffic and road safety engineering and parking control.
- 3.3 The Borough's Unitary Development Plan (May 2006) indicates that the Council will seek to encourage the use of public transport and aims to protect people and businesses from the negative effects of traffic and parking and ensure safe and efficient transport systems with access for all.

4. RISK MANAGEMENT ISSUES

- 4.1 A risk assessment has been carried out and is attached as Appendix A.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The review and upgrade of safety measures will help to meet the local community's needs, and support vulnerable road users ensuring safer access to the public highway. Introducing measures that will encourage an

improvement in driver behaviour and thereby improve safety for road users, residents and pedestrians will contribute significantly to improving the quality of life for all our residents.

6. FINANCIAL, STAFFING, ICT AND PROPERTY IMPLICATIONS

- 6.1 The full allocation for Local Safety Schemes identified in the borough's Local Implementation Plan, including all associated works and fees is £800,000.
- 6.2 From this allocation, £237,500 has been earmarked for a number of measures to reduce injuries occurring in wet weather and at pedestrian crossing locations within the Finchley & Golders Green environment area.
- 6.2 There are no staffing, ICT, or property implications.

7. LEGAL ISSUES

- 7.1 None

8. CONSTITUTIONAL POWERS

- 8.1 Constitution Part 3 'Responsibility for Functions' Para 3.10 Area Environment Sub-Committees performs functions that are the responsibility of the Executive relating to highways use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

9 BACKGROUND INFORMATION

- 9.1 The locations below have been identified where there have been a number of recorded personal injury accidents over the past three years (Appendix B). Measures have been agreed to be taken forward in consultation with Transport for London as outlined below:

9.2 Accidents on Wet Road Surfaces: budget £150,000

- 9.2.1 Reviewing accident statistics obtained from the Metropolitan Police, the Highways Group has initially identified a number of sites with a high proportion of incidents occurring in wet conditions. The list of sites is given in Appendix B.
- 9.2.2 These sites will be investigated, giving particular attention to existing road conditions as well as drainage, and to how to rectify the situation as appropriate.
- 9.2.3 Sites with similar accident characteristics will be added to the list throughout the year to ensure maximum use is if made of the allocated budget.

9.3 Accidents at Pedestrian Crossings: budget £87,500

- 9.3.1 Reviewing accident statistics obtained from the Metropolitan Police, the Highways Group has identified a number of pedestrian crossing sites where there is a high number the number of injuries. The list of sites is given in Appendix B.
- 9.3.2 Particular attention is being focused on locations where skidding had been identified as a contributory factor. It is proposed to review these sites and provide high friction surfacing material as well as other minor works that are identified during the inspections.
- 9.3.3 Sites with similar accident characteristics will be added to the list throughout the year to ensure maximum use if made of the allocated budget.
- 9.4 The measures to be progressed are generally small scale maintenance items ie. anti-skid resistance surfacing, dropped kerbs etc. There is no requirement to carry out a local consultation on these works which will be notified locally by means of street notices.

10 LIST OF BACKGROUND PAPERS

- 10.1 Summary of cluster sites with accidents on wet road surface.
Summary of accidents on wet road surface at selected sites.
Summary of pedestrian crossings with twice the borough average of rate of accidents.
LIP funding application 2008/09
- 10.2 Any person wishing to inspect these papers should telephone Neil Richardson on 020 8359 7525.

CFO: MG
Legal: JM

Appendix A

Scheme:	LOCAL SAFETY SCHEMES PROGRAMME 2008/09			
Objectives:	To reduce accidents and casualties, To improve traffic movements, To reduce congestion			
Risk Category	Description	Likelihood of not being met	Impact	Response
Strategic	Best Value Performance Indicators (BVPI) targets to reduce accidents and repair roads may not be met.	L	L	Accept – Scheme objectives will help to meet BVPI targets
	Corporate objective to repair roads and pavements may not be met	L	M	Accept – scheme will help to meet corporate objective
	Corporate reputation may be damaged	M	H	Reduce – Implementation Plan and good communication strategy will reduce public perception of delays due to any civil works.
Operational	Use of multiple contractors to carry out the various road works may cause confusion on-site, create delays and duplication of work. Costs may increase due to hold-ups by contractors.	L	H	Reduce – On-site supervision and forward planning and programming will reduce any issues from using contractors. Contingency plans will need to be in place to maintain the programme
Staffing & Culture	Lack of awareness of targets and objectives	L	H	Reduce – Regular promotion and communication of key objectives and corporate plan with all staff
	Implementation team with no clear objectives and identified roles	L	H	Reduce – clear management and leadership with good communication. Milestones identified and clear procedures for resolving issues in place
Financial	Unable to maintain works within allocated budget	L	H	Reduce – Procedures and monitoring in place to minimise risks of financial irregularities. Projections and constant supervision of works will identify any areas of concern regarding budgeting
Compliance	Work outside of relevant Legislation and Council policies	L	H	Reduce – Procedures in place to audit safety of works and current legislation adhered to. Regulations in place will identify H&S Issues with contractors and procedures are in place to rectify non-compliance.

Key: H = High, M = Medium, L = Low

Appendix B.

Code	Name	Form1	Location	Easting	Northing	Distance	Length /radius	Description of target accidents	Type of Proposal - description of remedial measures
BS\08\LSS\BNT.04	Mass action - pedestrian crossings	19	Regents Park Rd (nr Dollis Park)	525150	190640	100	L	Accidents at pedestrian crossings.	Provision/renewal of high friction surfacing on approaches, other adjustments (eg halo boards to belisha beacons, advance warning signage) if appropriate.
			Ballards La (nr Long La)	525520	191090	100	L		
			Finchley Rd (nr Willifield Way)	524810	189040	100	L		
			Finchley Rd (nr Hampstead Way)	524850	188610	100	L		
			High Road (nr Brompton Grove)	527270	189210	100	L		
Code	Name	Form1	Location	Easting	Northing	Distance	Length /radius	Description of target accidents	Type of Proposal - description of remedial measures
BS\08\LSS\BNT.05	Mass action - accidents on wet road surface	19	Woodhouse Rd (j/w Hilton Ave)	526980	191870	100	L	Accidents on wet road surface	Resurfacing/drainage improvements to improve run-off or provision of high friction surfacing as appropriate
			Hampstead La (j/w Bishops Ave)	526820	187540	100	L		
			Hampstead La (j/w Winnington Road)	526690	187410	100	L		
			Squires La (j/w Dickens/Glebe/Clifton)	526310	190790	175	L		
			Hendon La/Crooked Usage	524250	189840	100	L		
			A1000 High Road/ Derwent Cresc and Woodside La	526330	193170	100	L		