

**AGENDA ITEM: 8**

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Meeting Finchley & Golders Green Area Environment Sub-Committee

Date 11 March 2009

**Local Safety Schemes Programme – 2009/10**

Report of Cabinet Member for Environment & Transport

Summary **This report seeks approval to agree the 2009/10 Local Safety Schemes Programme as outlined in this report**

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Officer Contributors Acting Director of Environment & Transport

Status (public or exempt) Public

Wards affected Woodhouse, Finchley Church End, Childs Hill, Golders Green, Garden Suburb, East Finchley

Enclosures Appendix A –Risk Assessment report

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 2009/10 Local Safety Schemes programme be approved;**
- 1.2 That the Acting 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 in Finchley & Golders Green at the locations detailed in this report, 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 Acting 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 2008/09 –2011/12 confirms the Council's commitment to improve transport traffic flow and roads, to reduce journey times and improve reliability, to improve the transport infrastructure to maximise movement opportunities and to provide a Clean, Green, Safe environment by reducing serious and fatal Personal Injury accidents in road collisions.
- 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. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)**

- 6.1 The full allocation for Local Safety Schemes identified in the borough's Local Implementation Plan, including all associated works and fees is £705,000.
- 6.2 From this allocation, £431,000 has been earmarked for a number of measures to reduce injuries within the Chipping Barnet Environment Area.
- 6.3 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 A number of schemes have been identified in the Finchley and Golders Green Environment Area due to their higher than average recorded number of personal injury accidents over the past three years. The schemes locations, budgets and proposed measures are given in the list below

- Street lighting improvement:
  - A1000 High Road (north of Leisure Way to Squire Lane) £24k
  - Regents Park Road / East End Road £24k
  - Golders Green Road / Hoop Lane / Armitage Road £24k
  - Finchley Road between Clifton Gardens and Hoop Lane £24k
- Route treatment:
  - Cricklewood Lane (Thorverton Road to Gillingham Road) £25k
- Junction review

- A1000 / Fortis Green £150k
- Golders Green Gyratory £160k

9.2 The current and predicted Personal Injury Accidents (PIAs) resulting from the implementation of the above measures are given in Table1 below.

Table.1

Scheme Name	PIAs in last 36 months	PIAs Targeted by measures	Predicted PIAs saving
A1000 High Road (north of Leisure Way to Squire Lane)	18	11	2
Regents Park Road / East End Road	12	6	1
Golders Green Road / Hoop Lane / Armitage Road	8	5	1
Finchley Road between Clifton Gardens and Hoop Lane	19	11	2
Cricklewood Lane (Thorverton Road to Gillingham Road)	6	3	1
A1000 / Fortis Green	15	14	6
Golders Green Gyratory	17	17	8

9.3 The design, consultation, and implementation of the above schemes are anticipated to be completed within the 2009/10 financial year. Local consultation on the initial design proposals will be carried out with residents / frontagers and ward members and any amendments agreed with the Chairman of this Sub-Committee and the Cabinet Member for Environment & Transport.

## 10 LIST OF BACKGROUND PAPERS

10.1 2009/10 bid for Local Safety Schemes under the borough's Local Implementation Plan.

10.2 Any person wishing to inspect these papers should telephone Neil Richardson on 020 8359 7525.

Legal: SS  
CFO: MG

## Appendix A

Scheme:	LOCAL SAFETY SCHEMES PROGRAMME 2009/10			
Objectives:	To reduce accidents and casualties, To improve traffic movements, To reduce congestion			
Risk Category	Description	Likelihood of not being met	Impact	Response
Strategic	National Indicators (NI) targets to reduce accidents and repair roads may not be met.	L	L	Accept – Scheme objectives will help to meet NI 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