

MEETING

FINCHLEY AND GOLDERS GREEN AREA ENVIRONMENT SUB-COMMITTEE

DATE AND TIME

**WEDNESDAY 23 NOVEMBER 2011
AT 8.00PM**

VENUE

AVENUE HOUSE, EAST END ROAD, FINCHLEY, LONDON N3 3QE

TO: MEMBERS OF THE COMMITTEE (Quorum 3)

Chairman: Councillor Graham Old (Cllr Eva Greenspan)
Vice Chairman: Councillor Dean Cohen (Cllr Melvin Cohen)

Councillors:	(Substitutes)	(Substitutes)
Geoff Cooke	(Anne Hutton)	Andrew McNeil (Colin Rogers)
Daniel Seal	(John Marshall)	Ross Houston (Kath McGuirk)
Lord Palmer	(Jack Cohen)	

**You are requested to attend the above meeting for which an agenda is attached.
Aysen Giritli – Head of Governance**

Business Governance contact: Chidilim Agada 020 8359 2037

Media Relations contact: Sue Cocker 020 8359 7039

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CORPORATE GOVERNANCE DIRECTORATE

ORDER OF BUSINESS

Item No.	Title of Report	Pages
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3.	DECLARATION OF MEMBERS' PERSONAL AND PREJUDICIAL INTERESTS	-
4.	PUBLIC QUESTION TIME (If any)	-
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9.	ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT	-

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AGENDA ITEM: 6

Pages 1 – 11

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	23 November 2011
Subject	Road accident locations
Report of	Interim Director of Environment, Planning and Regeneration
Summary	An overview of road traffic accident locations in Barnet and in the sub-committee's area

Officer Contributors	Jane Shipman - Senior Engineer
Status (public or exempt)	Public
Wards affected	All
Enclosures	Appendix A – Definitions, Accident cluster locations and Plans
For decision by	Finchley and Golders Green Area Environment sub-committee
Function of	Executive
Reason for urgency / exemption from call-in	Not applicable

Contact for further information: Jane Shipman, Senior Engineer, 020 8359 7226.

1. RECOMMENDATION

1.1 That the Sub-Committee notes the contents of the report.

2. RELEVANT PREVIOUS DECISIONS

2.1 On 14 June 2011, the Planning and Environment Committee having heard concerns on fatal and personal injury road accidents in Borough, resolved that the Interim Director of Environment and Operations be instructed to:

1. Work with the Police and TfL to investigate where on the road network these accidents occur.
2. That once the analysis and data has been collated it is reported to the next available meeting of the Chipping Barnet, Hendon and Finchley and Golders Green Area Environment sub-Committees.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

3.1 The Corporate Plan priority “A Successful London Suburb” includes the objective “to work with all strategic partners (particularly the Police) to ensure Barnet is a safe place”.

4. RISK MANAGEMENT ISSUES

4.1 There are no issues associated directly with this report.

5. EQUALITIES AND DIVERSITY ISSUES

5.1 In Barnet the majority of road traffic casualties are car occupants but, in common with other areas, pedestrians, cyclists and motorcyclists are more likely to be seriously injured if involved in an accident. Younger adults aged 17 to 30 are disproportionately likely to be traffic casualties but older people (over 70) more likely to suffer serious injury. 12-16 year olds are also slightly more likely to be seriously injured. Men are more likely to be road traffic casualties than women.

5.2 There are documented links between deprivation and accident risk and some evidence of variation between ethnic groups that is independent of differences in deprivation, although these are not well understood.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

6.1 There are no use of resources implications arising out of this report.

7. LEGAL ISSUES

7.1 The Council has a statutory duty under section 39 of the Road Traffic Act 1988 to monitor traffic accidents on its road network and take such measures as appear appropriate to address them.

8. CONSTITUTIONAL POWERS

8.1 Constitution Part 3 – Responsibility for Functions – Area Environment Sub- Committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council

9. BACKGROUND INFORMATION

- 9.1 Accident information is recorded by the Police in accordance with the national Stats 19 reporting system. In London the information is provided to Transport for London who produce a wide range of reports and also make the data available to individual boroughs. The data includes accidents occurring on all public roads. In Barnet this includes the M1 which is controlled by the Highways Agency and the A1, A41 and A406 controlled by Transport for London, as well as borough roads.
- 9.2 The accidents included are accidents involving personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of occurrence. There is a legal requirement for persons involved to report many of these accidents to the Police however not all accidents will be reported for various reasons. One accident may give rise to several casualties. "Damage-only" accidents are not included.
- 9.3 An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not.
- 9.4 A serious injury would include an injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident. Fatalities are recorded if a casualty sustained injuries which caused death within 30 days of the accident.
- 9.5 A slight injury is an injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment. Accidents are categorised based on the category of the most severely injured casualty.
- 9.6 Where there are small accidents numbers being investigated random fluctuations can be a significant factor. Analysis is often based on 3 or 5 years of historical data to try to ensure that a real issue has been identified and to allow analysis of any common features. The data, including details of the accidents, is used to identify whether and what type of measures could help address the accidents occurring.
- 9.7 Although there is often a correlation between locations where there are high numbers of slight accidents and locations where more severe accidents occur this is not always the case so it can be helpful to identify these separately. As numbers of fatalities are low fatal and serious injury accidents are often combined for reporting purposes and may be referred to as KSI (killed or seriously injured) accidents.
- 9.8 The appended plans show:
- an overview of accident locations across the borough for 2010;
 - a more detailed plan of 2010 accidents by severity for the sub-committee's area.
 - a plan showing where 4 or more accidents have occurred in 3 years on borough roads within a 50m radius
- 9.9 The table below identifies locations in the Sub Committees area where seven or more

injury accidents have occurred in 3 years on borough roads. The equivalent list including locations in the other sub-committee areas is included in the appendix. Notes are included in the table below summarising the current position for each location with respect to any recent or planned road safety studies or schemes.

Locations in Finchley & Golders Green Area where 7 or more injury accidents have occurred within a 50 metre radius over the 3 years 2008-2010				
GENERAL LOCATION	KSI	Slight	Total	Notes
GOLDERS GREEN ROAD J/W FINCHLEY ROAD	1	15	16	2009/10 minor traffic management measures implemented. No further action since.
BALLARDS LANE J/W NETHER STREET	1	14	15	2003/4 Local Safety Scheme implemented. No further action since.
REGENT'S PARK ROAD J/W EAST END ROAD	3	8	11	2003/4 Local Safety Scheme implemented. No further action since.
FINCHLEY ROAD J/W HAMPSTEAD WAY	0	10	10	No safety scheme implemented or being designed at the moment
HIGH RD J/W STANHOPE RD	0	10	10	No safety scheme implemented or being designed at the moment
SQUIRES LANE J/W HIGH ROAD	2	7	9	2007/8 Junction Improvement Scheme implemented as part of A1000 Corridor Study. No further action since.
REGENTS PARK ROAD J/W TILLINGBOURNE GARDENS	1	8	9	2008 parking restrictions implemented to improve road user visibility as part of A598 Corridor Study. No further action since.
ARGYLE ROAD J/W NETHER STREET	1	7	8	Width restrictions on Nether Street approaches recently reviewed but no safety scheme implemented or being designed at the moment
EAST END ROAD J/W HIGH ROAD GREAT NORTH ROAD	1	7	8	2009/10 Local Safety Scheme implemented – traffic management measures and pedestrian facilities. No further action since
FINCHLEY ROAD J/W ALYTH GARD	1	7	8	No safety scheme implemented or being designed at the moment
REGENTS PARK ROAD J/W CYPRUS ROAD	2	5	7	No safety scheme implemented or being designed at the moment
SUMMERS LANE J/W HIGH ROAD	1	6	7	2007/8 Local Safety Scheme – left turn slip road implemented. No further action since
BALLARDS LANE J/W HUTTON GROVE	1	6	7	No safety scheme implemented or being designed at the moment
BRENT TERRACE J/W TILLING ROAD	1	6	7	Location within Brent Cross Cricklewood regeneration scheme (entirely new junction proposed)
GOLDERS GREEN ROAD J/W PRINCES PARK AVENUE	1	6	7	No safety scheme implemented or being designed at the moment
HIGH ROAD J/W FRIERN PARK	1	6	7	No safety scheme implemented or being designed at the moment
CLAREMONT ROAD J/W CLAREMONT WAY	0	7	7	Location within Brent Cross Cricklewood regeneration scheme (entirely new junction proposed)
LICHFIELD ROAD J/W CRICKLEWOOD LANE	0	7	7	Location within Brent Cross Cricklewood regeneration scheme (Junction Improvement scheme approved)
HIGH ROAD J/W CHURCHFIELD AVENUE	0	7	7	No safety scheme implemented or being designed at the moment
BALLARDS LANE J/W THE GROVE	0	7	7	No safety scheme implemented or being designed at the moment

9.10 In order to handle borough boundaries consistently for reporting purposes there are a number of conventions in place to assign accidents at particular junctions or boundary roads to particular boroughs. Most significantly, in Barnet this means that accidents occurring on the A5 between the North Circular Road and the boundary with Hertfordshire

are all included within the Barnet data, whereas accidents on the A5 in Barnet south of the North Circular Road are included within the data for Brent. Other conventions operate for other boundary locations.

- 9.11 As ward and area boundaries often follow main roads presenting information on an area basis can split accidents on a road between different areas creating a false impression. At the level included in this report accident locations on borough roads are not significantly affected, but at ward level this would become an issue.

10. LIST OF BACKGROUND PAPERS

- 10.1 None.

Legal – TE

CFO – JH

APPENDIX A - Definitions, Accident cluster locations and Plans

Definitions

Accident: Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. The vehicle need not be moving and accidents involving stationary vehicles and pedestrians or users are included. One accident may give rise to several casualties. "Damage only" accidents are not included.

Children: Persons under 16 years of age (except where otherwise stated).

Fatal accident: An *accident* in which at least one person is *killed*.

Injury accident: An *accident* involving human injury or death.

Killed: Human casualties who sustained injuries which caused death less than 30 days after the *accident*. Confirmed suicides are excluded.

KSI: *Killed or seriously injured*.

Powered 2 wheeler (P2W, pwr 2wl) Two-wheel motor vehicles, including motor cycles, mopeds, motor scooters and motor cycle combinations.

Serious accident: One in which at least one person is seriously injured but no person is *killed*.

Serious injury: An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the *accident*. An injured casualty is recorded as *seriously* or *slightly injured* by the police on the basis of information available within a short time of the *accident*. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not.

Severity: Of an *accident*, the severity of the most severely injured *casualty* (either *fatal*, *serious* or *slight*). Of a *casualty*; *killed*, *seriously injured* or *slightly injured*.

Slight accident: One in which at least one person is *slightly injured* but no person is *killed* or *seriously injured*.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

Accident cluster locations

7 OR MORE ACCIDENTS IN 50M RADIUS IN 3 YEARS ON BOROUGH ROADS				
GENERAL LOCATION	KSI	Slight	Total	Area
FRIERN BARNET LANE J/W COLNEY HATCH LANE	2	14	16	CB
GOLDERS GREEN ROAD J/W FINCHLEY ROAD	1	15	16	FGG
PARSON STREET J/W FINCHLEY LANE	2	13	15	HEN
BALLARDS LANE J/W NETHER STREET	1	14	15	FGG
WEST HENDON BROADWAY J/W PARK ROAD	1	14	15	HEN
HIGH ROAD J/W TOTTERIDGE LANE	1	14	15	CB
EDGWARE ROAD J/W COLINDALE AVENUE	1	13	14	HEN
EDGWARE ROAD HIGH STREET J/W GARRATT R	3	10	13	HEN
STATION ROAD J/W WHITCHURCH LANE	1	12	13	HEN
HIGH STREET J/W WOOD STREET	0	13	13	CB
EDGWARE ROAD WEST HENDON BROADWAY J/W BRENT VIEW R	0	12	12	HEN
REGENT'S PARK ROAD J/W EAST END ROAD	3	8	11	FGG
EDGWARE ROAD THE HYDE J/W KINGSBURY ROAD	1	10	11	HEN
BURNT OAK BROADWAY J/W DEANSBROOK ROAD	0	11	11	HEN
EDGWARE ROAD HIGH STREET J/W MANOR PARK CRESCENT	3	7	10	HEN
BURNT OAK BROADWAY J/W BARNFIELD ROAD	2	8	10	HEN
BARNET HILL J/W FAIRFIELD WAY	1	9	10	CB
FINCHLEY ROAD J/W HAMPSTEAD WAY	0	10	10	FGG
MILL WAY J/W THE BROADWAY	0	10	10	HEN
HIGH STREET J/W MEADWAY	0	10	10	CB
HIGH RD J/W STANHOPE RD	0	10	10	FGG
SQUIRES LANE J/W HIGH ROAD	2	7	9	FGG
REGENTS PARK ROAD J/W TILLINGBOURNE GARDENS	1	8	9	FGG
HADLEY GREEN J/W HIGH STREET	1	8	9	CB
EDGWAREBURY LANE J/W STATION ROAD	0	9	9	HEN
EDGWARE ROAD J/W GARRICK ROAD	2	6	8	HEN
COLINDEEP LANE J/W EDGWARE ROAD THE HYDE	2	6	8	HEN
PRINCE CHARLES DRIVE J/W ETHERIDGE ROAD	2	6	8	HEN
EDGWARE ROAD THE HYDE J/W HAY LANE	1	7	8	HEN
ORANGE HILL ROAD J/W WATLING AVENUE	1	7	8	HEN
ARGYLE ROAD J/W NETHER STREET	1	7	8	FGG
EAST END ROAD J/W HIGH ROAD GREAT NORTH ROAD	1	7	8	FGG
FINCHLEY ROAD J/W ALYTH GARD	1	7	8	FGG
SPUR ROAD J/W STONE GROVE.	1	7	8	HEN
STATION ROAD J/W MANOR PARK CRESCENT	0	8	8	HEN
OAKLEIGH RD E OF J/W HIGH RD	5	2	7	CB
BURNT OAK BROADWAY J/W WATLING AVE	2	5	7	HEN
REGENTS PARK ROAD J/W CYPRUS ROAD	2	5	7	FGG
NFL EDGWARE ROAD WEST HENDON BROADWAY J/W RAVENSTONE RD	1	6	7	HEN
SUMMERS LANE J/W HIGH ROAD	1	6	7	FGG
NFL BRENT STREET E J/W THE CREST	1	6	7	HEN
GREAT NORTH ROAD J/W STATION ROAD	1	6	7	CB
TOTTERIDGE VILLAGE J/W BARNET LANE	1	6	7	CB
BALLARDS LANE J/W HUTTON GROVE	1	6	7	FGG
WOODHOUSE ROAD SERVICE ROAD J/W LYNDHURST AVENUE	1	6	7	CB
BRENT TERRACE J/W TILLING ROAD	1	6	7	FGG
EDGWARE ROAD THE HYDE J/W ANNESLEY AVENUE	1	6	7	HEN
EDGWARE ROAD J/W PERRYFIELD WAY	1	6	7	HEN

GOLDERS GREEN ROAD J/W PRICES PARK AVENUE	1	6	7	FGG
HIGH ROAD J/W FRIERN PARK	1	6	7	FGG
COLNEY HATCH LANE J/W CROMWELL ROAD	1	6	7	CB
EDGWARE ROAD THE HYDE J/W CAPITOL WAY	0	7	7	HEN
BURNT OAK BROADWAY J/W HOLMSTALL AVENUE	0	7	7	HEN
CLAREMONT ROAD J/W CLAREMONT WAY	0	7	7	FGG
LICHFIELD ROAD J/W CRICKLEWOOD LANE	0	7	7	FGG
ABBOTS ROAD J/W CRESSINGHAM ROAD.	0	7	7	HEN
BURNT OAK BROADWAY J/W OAKLEIGH AVENUE	0	7	7	HEN
HIGH ROAD J/W CHURCHFIELD AVENUE	0	7	7	FGG
BALLARDS LANE J/W THE GROVE	0	7	7	FGG

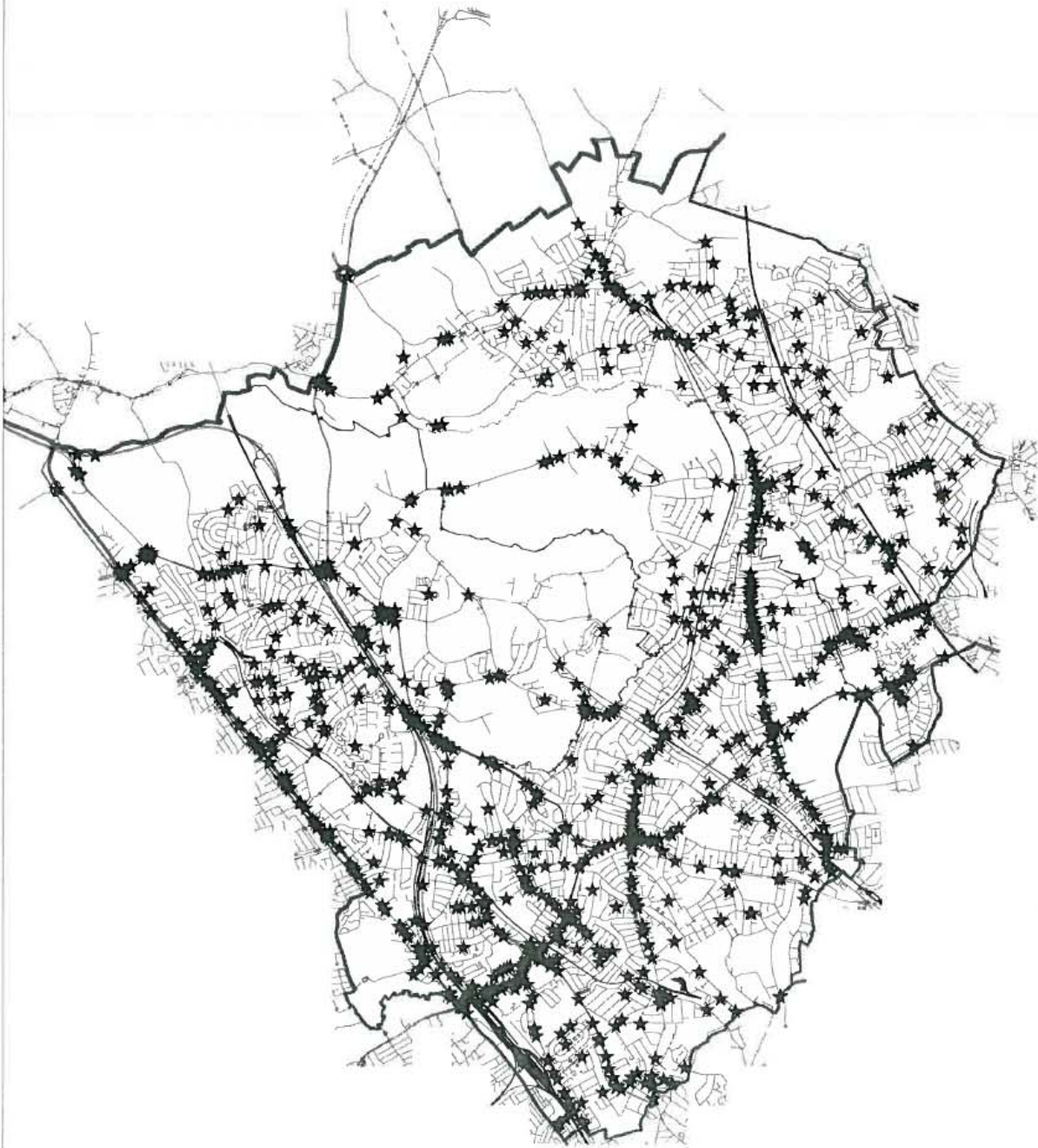
Plans

Overview of accident locations across the borough for 2010

Plan of 2010 accidents by severity for the sub-committee's area.

Plan showing where 4 or more accidents have occurred in 3 years on borough roads within a 50m radius.

Accidents between dates 01/01/2010 and 31/12/2010
Selected using Build Query :

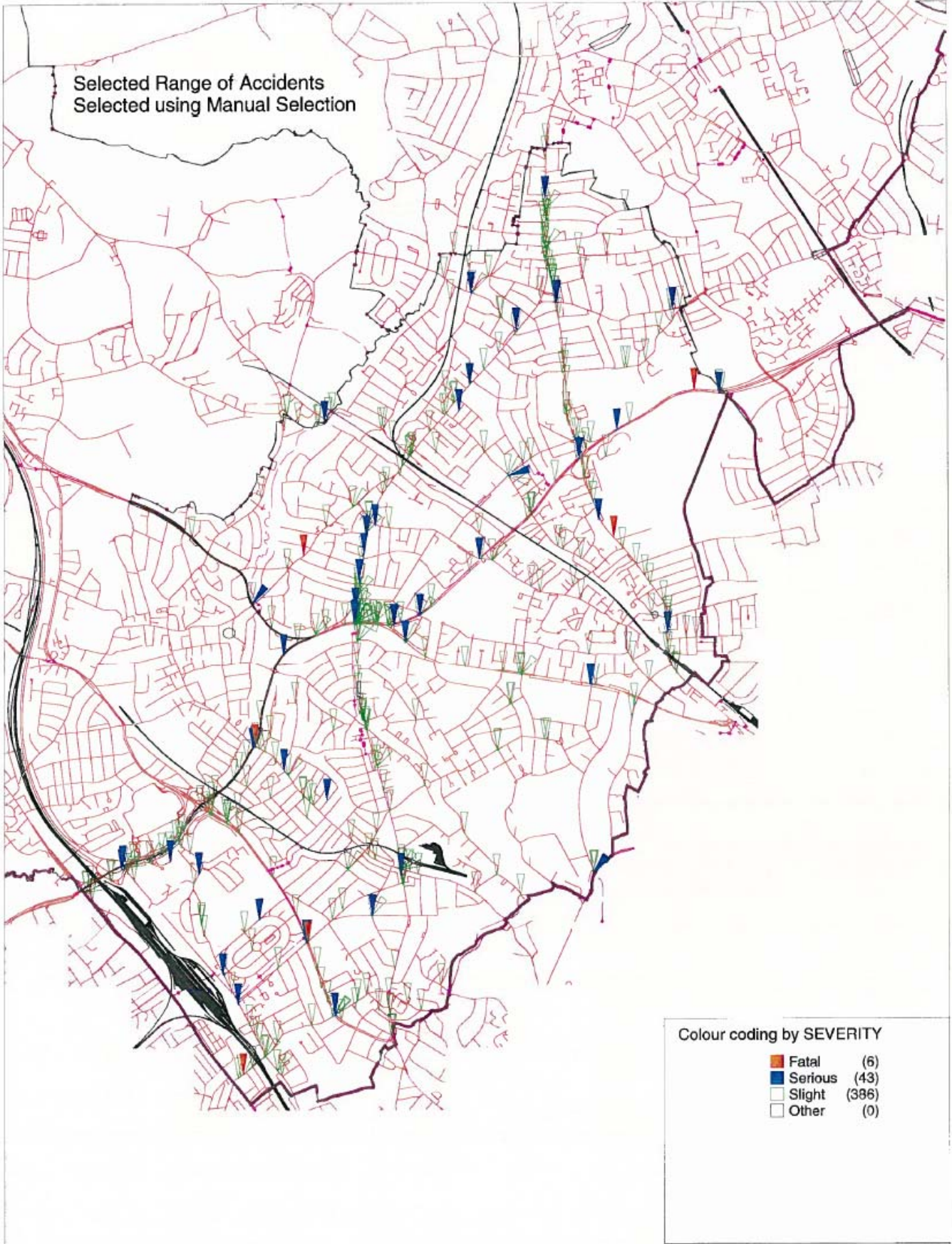


All Accidents 2010 - Overview

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SCALE	1 : 77420
DATE	17/08/2011
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Selected Range of Accidents
Selected using Manual Selection



Colour coding by SEVERITY

- Fatal (6)
- Serious (43)
- Slight (386)
- Other (0)

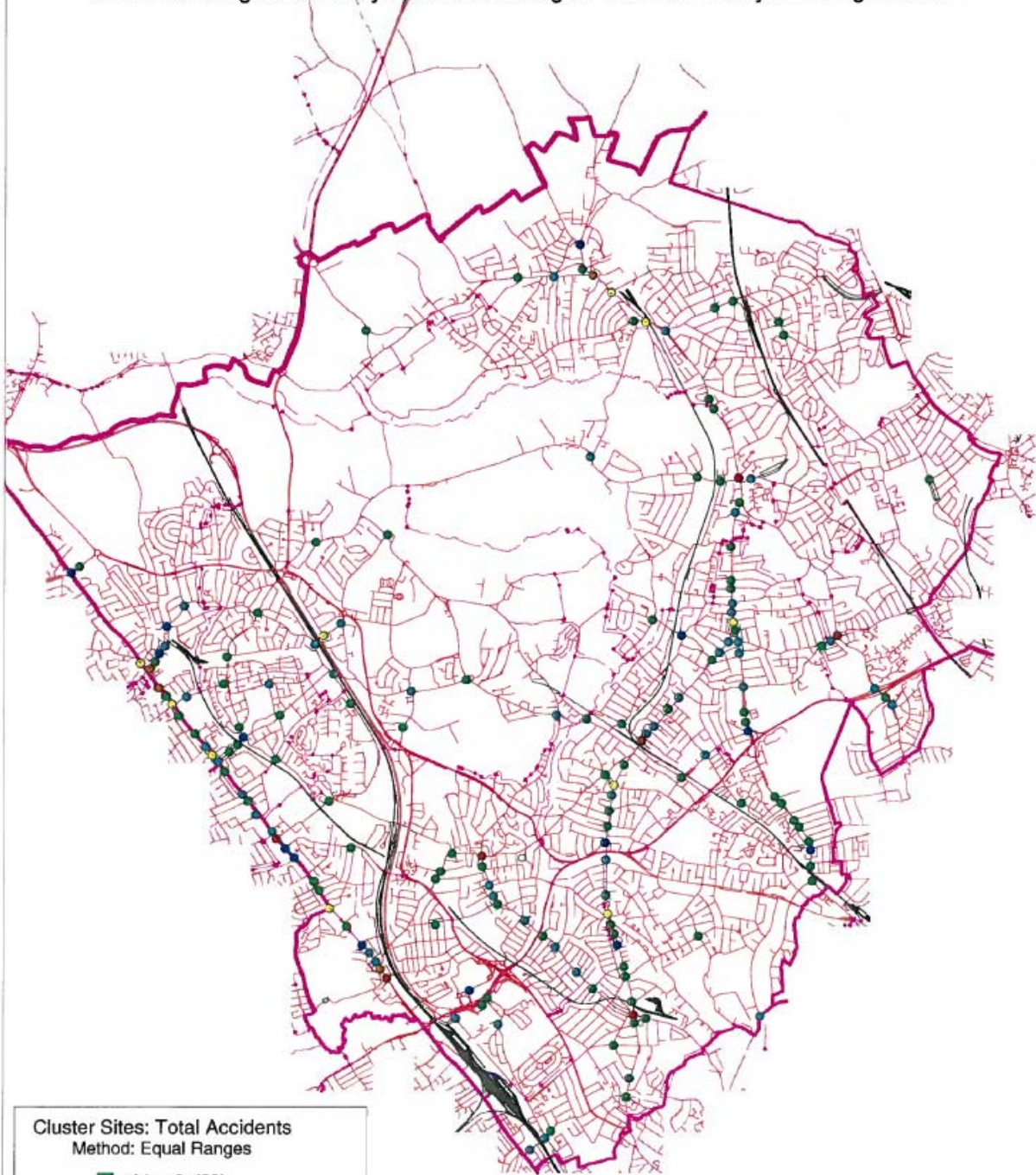


Finchley & Golders Green Area
All Accidents 2010

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Accidents between dates 01/01/2008 and 31/12/2010
 Selected using Build Query : y Refined using Pre-defined Query : Borough Roads



Cluster Sites: Total Accidents
 Method: Equal Ranges

Green	1 to 6	(88)
Blue	6 to 8	(47)
Dark Blue	8 to 10	(14)
Yellow	10 to 12	(10)
Orange	12 to 14	(4)
Red	14 to 16	(7)



4 or more accidents in 3 years in 50m radius
 Borough roads only

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AGENDA ITEM: 7 Page nos. 12 – 14

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	23 November 2011
Subject	Update Report – Bus stop on the 382 route towards Finchley Central in Summers Lane N12 near Sunny Way
Report of	Interim Director of Environment, Planning and Regeneration
Summary	This report gives an update to the Sub-Committee on the Member’s Item that was submitted to the Sub-Committee meeting of 14 September 2011.

Officer Contributors	Neil Richardson - Highways Manager, Traffic and Development
Status (public or exempt)	Public
Wards affected	Woodhouse
Enclosures	None
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 – Tel: 020 8359 7524.

1. RECOMMENDATIONS

- 1.1 **That the Sub-Committee notes the outcome of the investigations into the possibility of a Hail and Ride Scheme and possible resurrection of the original bus stop scheme in Summers Lane.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 Finchley and Golders Area Environment Sub-Committee 14 September 2011(Decision No.5) – resolved that
- (1) the Cabinet Member be asked to reconsider the decision not to proceed with the planned bus stop.
 - (2) the Cabinet Member be asked to consider instructing the Interim Director of Environment, Planning and Regeneration to resurrect the scheme in its original form or explore the option of a hail and ride scheme.
 - (3) a report on the outcome be brought to the next meeting of the Sub-Committee.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 As and when issues raised in this way are progressed they will need to be evaluated against the Corporate Plan and other relevant policies.

4. RISK MANAGEMENT ISSUES

- 4.1 None in the context of this report.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 Members' Items allow Members of the Sub-Committee to bring a wide range of issues to the attention of the Sub-Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 None in the context of this report.

7. LEGAL ISSUES

- 7.1 None in the context of this report.

8. CONSTITUTIONAL POWERS

- 8.1 Constitution Part 3 – Responsibility for Functions – Area Environment Sub-Committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

- 8.2 .

9. BACKGROUND INFORMATION

- 9.1 At the last meeting of the Sub-Committee on 14 September 2011, Councillor Geof Cooke submitted a Member's Item for consideration regarding the decision not to proceed with the planned bus stop on the 382 route towards Finchley Central in

Summers Lane N12 near Sunny Way in view of the strong expression of support for the proposal from local residents”

- 9.2 The Sub-Committee agreed that the Cabinet Member be asked to reconsider the decision not to proceed with the planned bus stop, that the Cabinet Member be asked to consider instructing the Interim Director of Environment, Planning and Regeneration to resurrect the scheme in its original form or explore the option of a hail and ride scheme and that a report on the outcome be brought to the next meeting of the Sub-Committee.
- 9.3 Officers have contacted London Buses, Transport for London seeking their views as to the possibility of introducing a Hail and Ride Service in Summers Lane. London Buses has advised that their current policy is that they are trying to phase out Hail and Ride stretches, replacing them with Fixed Stops which are Disability Discrimination Act (DDA) compliant. Therefore no new Hail and Ride locations would be considered.
- 9.4 Accordingly, the possibility of resurrecting the original Bus Stop scheme in Summers Lane has been broached with the Cabinet Member for Environment who has indicated that his position has not changed and that the scheme should not proceed for the reasons originally stated.

10. LIST OF BACKGROUND PAPERS

- 10.1 Email from Councillor Cooke dated 31 August 2011.
- 10.2 Any person wishing to inspect the background paper above should telephone 020 8359 2037.

Legal: PD