

**MEETING****ENVIRONMENT COMMITTEE****DATE AND TIME****THURSDAY 24TH JULY, 2014****AT 7.00 PM****VENUE****HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4AX**

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
5.1	A Borough Road Safety Strategy	1 - 2
5.2	Road safety measures for Chesterfield Road	3 - 4

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**AGENDA ITEM 5a**

Barnet has historically had a higher number of road traffic casualties than most other boroughs and this will be, at least in part, because it is also one of the most populous boroughs with road length and total traffic miles close to the highest in London. (Second largest borough in London in terms of its population; second highest level of traffic in terms of vehicle distance travelled and the third highest total road length including the highest length of Transport for London (TfL) roads<sup>1</sup>).

Nevertheless in the 10 years to 2010 the reduction in traffic casualties on borough roads against the 1994-08 average was 51% for casualties killed or seriously injured (KSI) and 27% for slightly injured casualties. In both cases this was a little less than the average London-wide reduction.

For the period to 2020 the borough's Local Implementation Plan targets are:

- for Killed & Seriously Injured (KSI) casualties a 33% reduction by 2020 against the 2004-08 average; and
- for total casualties a 10% reduction by 2020 against the 2004-08 average.

Currently the KSI target is on track and the total casualty indicator is well ahead of the target.

Safe Streets for London (SSfL) the London Mayor's Road Safety Action Plan was published last summer and includes a 40% reduction in KSI casualties by 2020 compared with the 2005-09 average for London as a whole. This is more stretching than the equivalent borough long-term target although it does not automatically apply at individual borough level.

SSfL highlights the risk to specific vulnerable road users – pedestrians, cyclists and motorcyclists travelling on London's roads. KSI casualties amongst these groups now account for four in five of those killed or seriously injured on London's roads. In Barnet vulnerable road users do not make up quite such a high proportion of the total number of KSI casualties – but do account for around two thirds.

SSfL included commitments to publish Motorcycle, Pedestrian and cycle Safety Action Plans and since then the Motorcycle Safety Action Plan has been published and the draft Pedestrian Safety Action Plan and Cycling Safety Action Plan have been produced for consultation. An officer response was provided to the Pedestrian Safety Action Plan and the Cycle Safety Action Plan response is included on the agenda for the meeting.

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<sup>1</sup> Around a quarter of casualties in the borough occur on, or at junctions with, TfL roads (A1, A41, A406). Performance in addressing casualties on the TfL and borough networks are reasonably comparable.

There is a wealth of quantitative data available regarding the locations of personal injury accidents reported to the police. This is the data generally used by road safety officers and engineers to monitor the locations and types of incident occurring to allow effective safety schemes and campaigns to be planned.

This data is derived from the “Stats19” reports of injury accidents made to the police and is collated by Transport for London and provided to boroughs. TfL also produce a range of reports including ranking of accident locations. Recent analyses have included identification of locations with higher levels of vulnerable road user casualties. The borough can also carry out its own analyses including cluster analysis that identifies locations with a high number of incidents generally or incidents with particular characteristics.

The data relates to injury accidents only, not near misses or ‘damage only’ incidents. Although these incidents may be of concern, injury accidents are more consistently reported and are probably a better tool for addressing casualties. Resident requests often highlight road safety concerns and these are generally cross checked against accident records before considering action. Sometimes locations are perceived as unsafe when in fact the accident risk is low compared with other similar locations that might be treated more effectively with the limited resources available.

Information from residents regarding accident hotspots is very likely to be subjective, and would not be a substitute for an objective identification from the available accident data.

As well as providing targets for casualty reduction in the borough, Barnet’s Local Implementation Plan also identifies an objective of ‘making travel safer and more attractive’ and makes general provision for road safety education, training and publicity and for road safety engineering schemes as means of delivering this.

Cabinet agreed in March this year the recommendations arising from the 20mph Zones Task and Finish Group that included updating the Council’s Road Safety Plan to include a clear policy position on 20 mph zones and limits, and for this to be delivered within 12 months from the date of reporting to Cabinet (i.e. by March 2015).

A wider reaching rewrite of the borough road safety plan is probably appropriate in order to meaningfully address the inclusion of the 20mph zone policy and would be warranted (the last formal version dates from 2004). However there is a conflict between the timeframes of the current member’s item and the timeframes identified in the March 2014 20mph zone decision.

"Following the unfortunate road traffic accident recently Officers of the Council and Rē attended the area with local ward members and a concerned relative of the child who was injured.

A very constructive discussion took place not only on Chesterfield Road but on a larger area that extends to Whiting's Hill School where practical potential safety improvements were also discussed.

We are aware of the e-petition requesting action to be taken to improve road safety in the area and also the Facebook Group '**Chesterfield Road needs a crossing for the safety of our children**' and we welcome the interest of the community in seeking to make improvements.

It was agreed that officers would undertake an initial feasibility study on the wider area to consider possible initiatives including:

- 20mph speed limits,
- reviewing the bus routes and direction of flow, along with bus stop and stand locations,
- potential additional or improved crossing points in the area near to the park and school,
- whether underutilised land near to the school could be used in helping achieve safety improvements in the area and also
- continuing the good work done with the school via their School Travel Plans to educate and encourage improved Road Safety and modal shift to other forms of transport.

It is envisaged that the initial feasibility study will present a number of initiatives to be taken forward so that we can make real safety improvements in the area especially by working with the local community.

Whilst the initial feasibility study of the area will take place over the next month or two, progression of some measures will amount to a significantly large scale and costly traffic scheme.

This could be funded via Local Implementation Plan (LIP) funding. The LIP programme for 2014/15 is already agreed and in progress. Therefore funding in this financial year could only be achieved by agreeing with Transport for London (TfL) and the Environment Committee to drop agreed schemes in the programme to allow funding of work in the Chesterfield Road area. The Council "bids" for its proposed schemes in its Annual Spending Submission to TfL in October and therefore it seems likely that the most appropriate approach would be to include major works at this location in the 2015/16 programme.

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