

	<h2>Environment Committee</h2> <h3>14 March 2018</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Road Safety in Barnet</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Chairman of the Environment Committee</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>All</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix A - Priority Links &amp; Nodes for Vulnerable Road Users 2013-2015 Appendix B – Example: KSI cluster site in East Finchley</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jane Shipman, highwayscorrespondence@barnet.gov.uk, 020 8359 3555  Jamie Cooke, Assistant Director, Transportation and Highways Commissioning Jamie.cooke@barnet.gov.uk 0208 3592275</p>

## Summary

The report sets out the current position in terms of Casualties Killed and Seriously Injured (“KSI”) in Road Traffic Collisions in Barnet. An overview of the KSI incidents, the proportions of different road users affected and a comparison with other boroughs and national trends is also provided for contextual analysis.

Casualty reporting includes casualties injured on all public roads in the borough. In Barnet these roads may be controlled by the Council, by Transport for London (A1, A41, A406) or by Highways England (M1). About 80% of casualties killed or seriously injured are injured on Council controlled roads, with 20% injured on the A1, A41, A406 or M1. Overall, Barnet has the third longest road network in London.

The absolute (total) number of reported road traffic casualties in the borough has historically been one of the highest in London, for both total casualties and casualties Killed or Seriously Injured. Although there were relatively low levels of KSI casualties in Barnet in 2016 this may be as a result of random fluctuations, which are common in traffic accidents.

However, where levels of KSI casualties are expressed as a proportional rate based on population or road length, numbers in Barnet are below average for London as a whole.

This report identifies the relative vulnerability of the casualty groups and the challenge this will present in effecting further reductions, in the context of the London Mayor's ambition for zero casualties killed or seriously injured in London by 2041.

Finally, the report sets out existing road safety activity in the borough and information of the location of KSI and vulnerable road user casualties and recommends that a road safety strategy for the borough be developed to support the vision of zero KSI casualties.

## **Officers Recommendations**

1. That the Environment Committee agree the approach set out in paragraph 1.56 that, in conjunction with development of the long term transport strategy for the borough and the new Local Implementation Plan, a Road Safety Strategy for the borough be developed that will:
  - set casualty reduction targets for Barnet aimed at supporting the vision of zero KSI casualties by 2041;
  - continue to develop programmes of Education, Training and Publicity to support Casualty Reduction; noting a reduction in LIP funding as confirmed by TfL in December 2017
  - further develop engineering solutions that will reduce road danger, including major proposals for town centres on main roads; noting a reduction in LIP funding in 2018/19 as confirmed by TfL in December 2017
  - strengthen the agenda for work with other stakeholders to reduce road danger and casualties

### **1. WHY THIS REPORT IS NEEDED**

- 1.1 Barnet is now the largest borough in London in terms of its population; it is the borough with the third highest level of traffic in terms of motor vehicle distance travelled and the third highest total road length including the highest length of Transport for London (TfL) roads.
- 1.2 This combination of circumstances means that the absolute number of reported road traffic casualties in the borough has historically been one of the highest in London, for both total casualties and KSI casualties. However, when expressed as a rate based on traffic levels against population, Barnet is below average for London as a whole.

- 1.3 Nevertheless, any death or injury on the borough's roads is considered to be neither acceptable nor inevitable, and this report identifies a need to develop a strategy to reduce levels of casualties, particularly those killed or seriously injured.
- 1.4 Data presented in this report mainly uses 2016 figures. Reported numbers (and consequently rates) of KSI casualties in London have been lower in Barnet in 2016 than in previous years. Other areas of London and other parts of England have seen increases in large part due to reporting changes discussed later.
- 1.5 However the provisional data available for the first part of 2017 suggests that the low figures for Barnet in 2016 may be a random anomaly and that higher rates of casualties can be expected in Barnet in 2017 as in other areas.

### **Targets to 2020**

- 1.6 In its second Local Implementation Plan (LIP) the borough set targets for reductions in road traffic casualties in Barnet. These targets were for:
- a 33% reduction in KSI casualties and;
  - a 10% reduction in total casualties;
- by 2020 compared with the 2004-08 average.
- 1.7 These targets reflected the levels of KSI reduction predicted by research in developing the Government's road safety framework due to improved vehicle technology and a continuation of road safety activities and historic trends. Both have already been met in Barnet.

### **Mayor's Transport Strategy ("MTS") and Vision Zero**

- 1.8 The London Mayor has identified a Vision Zero ambition for the new proposed Mayor's Transport Strategy. This is an ambition for there to be no casualties killed or seriously injured in road traffic collisions by 2041. It involves a belief that loss of life and serious injuries are not inevitable. The proposals advocate a road danger reduction and safe systems approach, reducing the dominance of motor vehicles and addressing road danger at source and accepting that people make mistakes and that the road environment needs to be accepting of these.

### **Number of KSI Casualties and comparison with other boroughs, and nationally**

- 1.9 It should be noted that there has been a change in the way police in London record the severity of casualties from September 2016. Under the new system police officers record the type of injury suffered, rather than making their own assessment of the severity. The recording system then uses this data to assign a severity.
- 1.10 This has generally resulted in more incidents being classified as serious injury rather than slight injury. Overall in London serious injuries showed an apparent 22% increase between 2015 and 2016. Similar changes were observed when forces outside London started using a similar methodology.

- 1.11 This means that severity assigned in 2016 is not directly comparable with that assigned in previous years. It is notable that Barnet nevertheless recorded a reduction in killed or seriously injured casualties in 2016, although a clear reason for this has not been identified. However provisional data for Barnet for the first quarter of 2017 includes more than twice the number of seriously injured casualties than the same data for 2016, which is consistent with the pan-London provisional figures.
- 1.12 In absolute terms Barnet suffered 74 KSI casualties in 2016. This was 18th highest of the 33 London Boroughs (including the City of London) and 9th highest of the 20 Outer London Boroughs.
- 1.13 As already noted the absolute figures for 2016 are particularly low in Barnet and there is no apparent reason for this. It may simply reflect the random variation that can be expected in the figures, and initial data for 2017 seems to support this.

	Total KSI casualties 2016	KSI casualties per head of	KSI casualties 2016 (Borough roads)	KSI casualties 2016 (TfL roads and Motorway)	KSI casualties per mile (all roads)	KSI casualties per mile (borough roads)	KSI casualties per mile (TLRN + Motorway)
<b>Barnet</b>	74	19	58	16	0.16	0.13	0.61
<b>Average comparator boroughs*</b>	77.5	25			0.20		
<b>Total Outer London</b>	1323	24			0.20		
<b>Total Greater London</b>	2501	28			0.27		

\* London Boroughs of Brent, Bromley, Croydon, Ealing, Enfield, Harrow, Havering, Hillingdon, Hounslow and Redbridge.

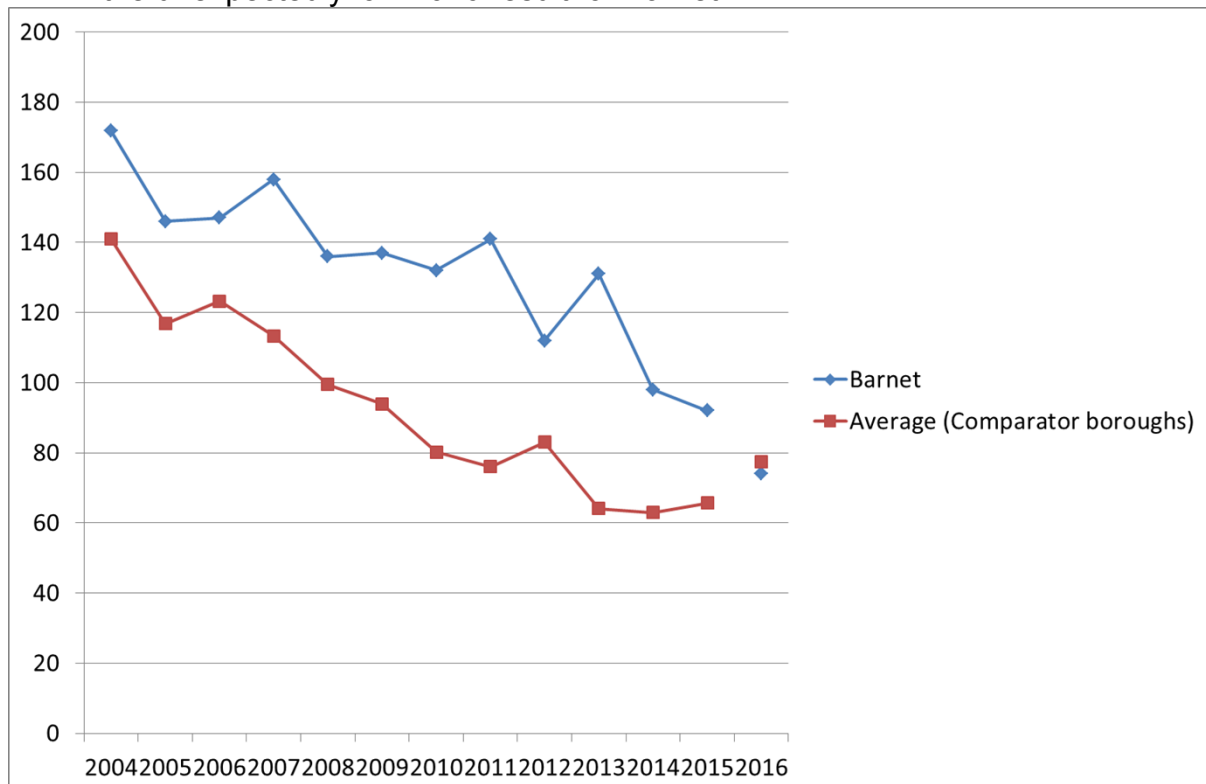
**Table 1 - Absolute numbers of KSI casualties and rates by population and by road length**

- 1.14 In 2015 Barnet's absolute KSI casualties were third highest in London (behind Westminster and Lambeth). The high level of casualties in Westminster and to a lesser extent Lambeth reflects the particular circumstances of these boroughs, which historically have had higher levels of pedestrian, cyclists and motorcyclist casualties than other boroughs, no doubt significantly affected by commuters and visitors to these boroughs. Lambeth is the borough with the greatest length of Transport for London Road Network ("TLRN") designated roads. It is an inner London borough with high-density land use. The TLRN corridors pass through town centres and transport interchanges, particularly Waterloo, Brixton, Streatham, Oval, Vauxhall and Clapham.
- 1.15 In terms of total casualties (including both casualties slightly injured as well as KSI casualties), Barnet had the fifth highest numbers in London in 2016, and the second highest in Outer London.

1.16 In England as a whole there was an 8% increase in casualties KSI to 2016 compared with the 2010-2014 average. In London a 5% reduction in the same period and in Barnet a 40% reduction, however all these figures are likely to be affected by the changes to Police reporting previously mentioned.

1.17 Figure 1 shows absolute numbers of KSI casualties in Barnet over the period 2004 to 2016 against the average number for a range of Outer London comparator boroughs<sup>1</sup>.

1.18 The effect of the change in reporting on most other boroughs is evident, as is the unexpectedly low 2016 result for Barnet.



**Figure 1 - KSI casualty reduction 2004-2016 (NB 2016 not directly comparable with previous years)**

1.19 Transport for London in 2016 identified Barnet as a “Priority Borough” based on an assessment that considered both the absolute number of KSI casualties and a measure of risk expressed as the number of KSI casualties per billion passenger kilometres for each of the categories below (using April 2012-March 2015 casualty data):

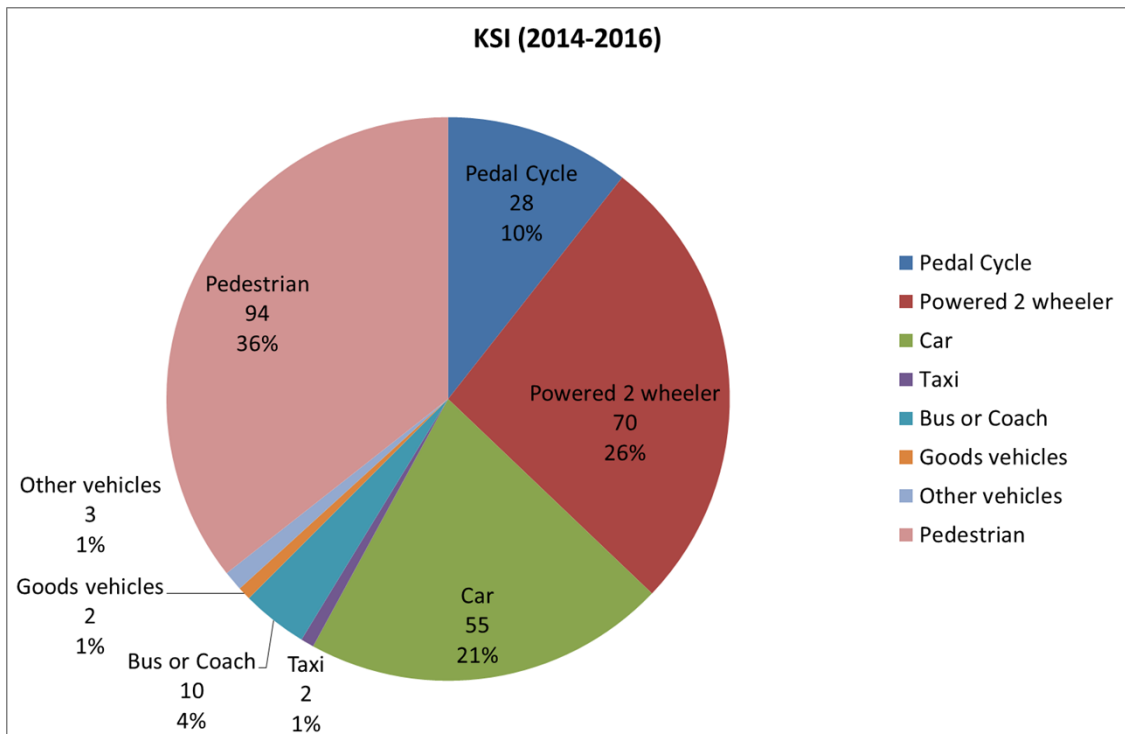
- Pedestrians
- Pedal Cycles
- Powered two-wheelers (motorcycles)
- Vulnerable Road Users (weighted)
- All KSIs
- Children

<sup>1</sup> London Boroughs of Brent, Bromley, Croydon, Ealing, Enfield, Harrow, Havering, Hillingdon, Hounslow and Redbridge.

- 1.20 Priority boroughs were identified based on the number of categories in which they were identified as having both higher than average numbers of KSI casualties and higher than average risk. For Barnet, although the overall risk of KSI injury is not above average, the risk among vulnerable road users who are particularly susceptible to the most serious injuries was.
- 1.21 Higher risk and higher numbers of casualties applied in four categories (pedestrians, powered two wheelers, vulnerable road users and children).
- 1.22 The combination of higher than average risk among the groups most vulnerable to serious injury and higher than average numbers means that the opportunities to reduce casualties may be greater in Barnet than in boroughs where vulnerable road users are at lower risk or where the numbers involved are very small.

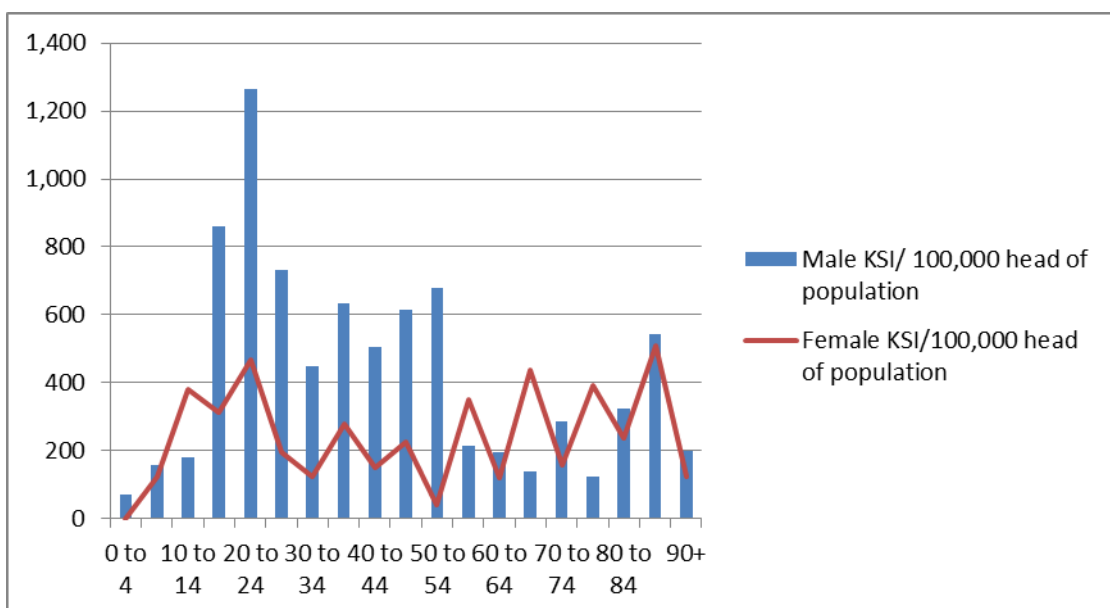
#### **Who is being injured?**

- 1.23 The term vulnerable road user is generally used to refer to pedestrians, cyclists and motorcyclists who are more susceptible to injury in the event of a collision than car occupants or occupants of other motor vehicles. In this report this is generally how it is used although in some contexts the term may be applied to children or older people.
- 1.24 Vulnerable road users now make up nearly three quarters of casualties killed or seriously injured in Barnet, as illustrated in Figure 2. While proportions of total casualties by vehicle occupancy / road user have varied little over the last decade, the proportions of those killed or seriously injured has shifted significantly in Barnet, with proportionally fewer car occupant casualties (previously the largest group) and proportionally more pedal cycle and motorcycle casualties.
- 1.25 This change is likely to have been influenced in large part by improvements in vehicle safety systems reducing severity of injuries to vehicle occupants and to a lesser extent to pedestrian casualties.



**Figure 2 – Numbers and proportions of casualties killed or seriously injured (KSI) in Barnet by vehicle occupancy or road user type (3 years)**

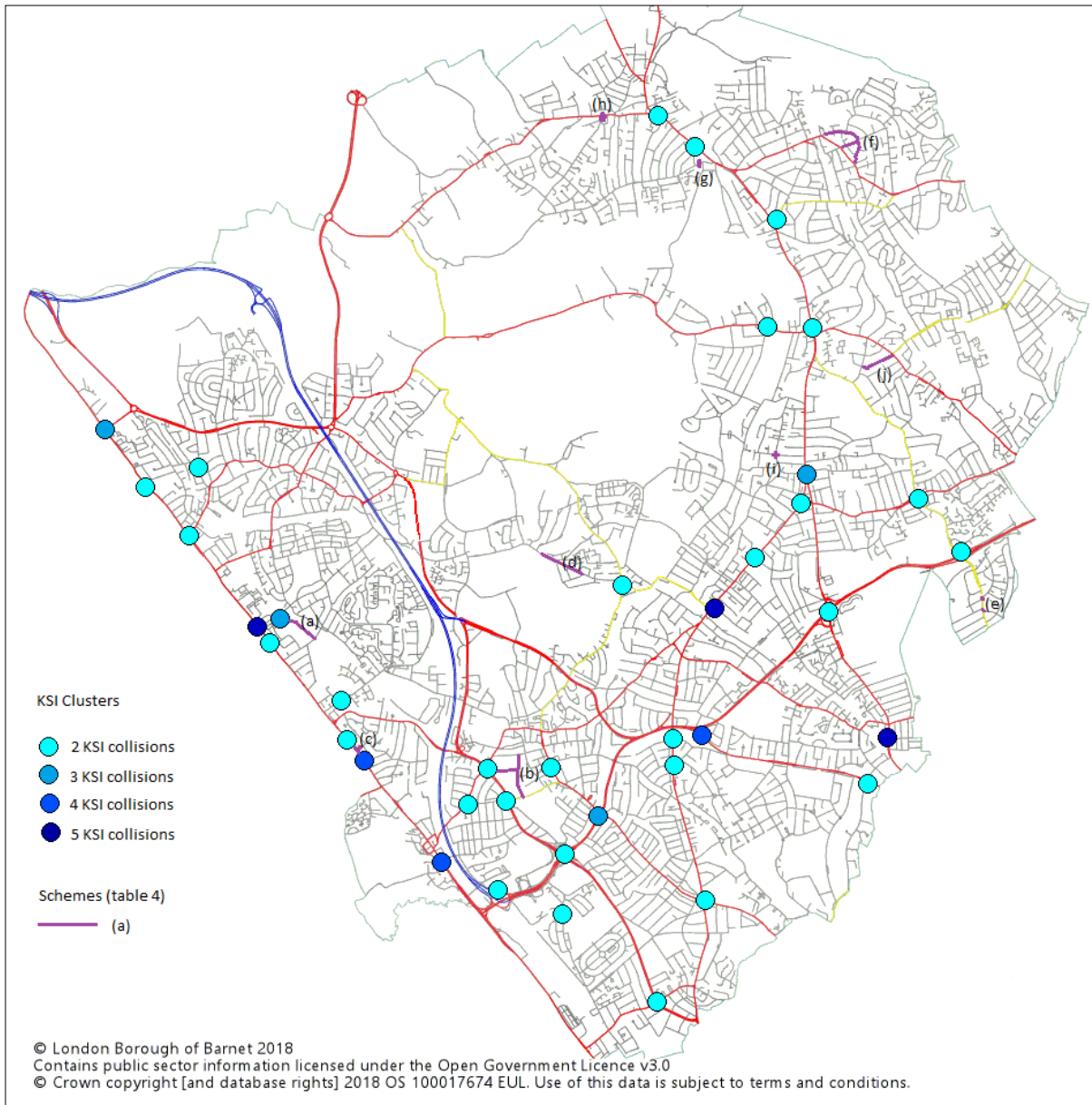
- 1.26 Males and females in their teens and twenties are at higher risk of injury per head of population than other age groups. The risk for males, and in particular the risk of death or serious injury, as illustrated in Figure 3, is greater than for females and this increased risk continues for men into their fifties.
- 1.27 While absolute numbers are small, the risk of death or serious injury in the event of a collision increases markedly for people from their mid-eighties onwards.



**Figure 3 - Rate of KSI casualties by sex and age**

### Where are KSI collisions occurring?

- 1.28 Injury Collisions overall in Barnet tend to be focussed on A roads particularly where they pass through town centres, and this pattern is also evident for KSI collisions.
- 1.29 Figure 5 illustrates those locations in the borough where two or more collisions resulting in death or serious injury occurred within a radius of 100m in the three years 2014-2016. Locations with 3 or more KSI collisions within 100m radius in 3 years are listed in Table 2. It also identifies the locations of schemes listed in Table 4.



**Figure 4 - Locations with two or more KSI collisions in three year 2014-2016, and locations of selected 2016/17 schemes**



<b>Location</b>	<b>Number of KSI collisions in 3 years</b>	<b>Action taken/comment</b>
Ballards Lane j/w Nether Street, N3	5	Initial junction modelling via other work areas although no current scheme proposal identified Also identified in Table 3
High Road j/w Baronsmere Road, N2	5	See details of collisions in appendix 2. No current scheme identified. A pedestrian crossing proposal has been considered but not high enough benefit to prioritise scheme.
Burnt Oak Broadway, north of Watling Avenue	5	Initial options developed for potential improvements at this junction
Edgware Road / West Hendon Broadway j/w Stanley Road	4	Changes expected through West Hendon regeneration
Falldon Way nr j/w North Circular Road	4	TLRN
Edgware Rd / The Hyde nr Woodfield Avenue	4	Proposal in development in discussion with LB Brent
High Road junction with Friern Park	3	Outline design of proposal for High Road developed
Watling Avenue nr junction with Barnfield Road	3	No proposal currently identified
A5 Brockley Hill j/w London Road, Spur Road, Stonegrove	3	Safety and capacity scheme in design
A406 North Circular Road j/w Golders Green Road	3	TLRN – pedestrian and cycle improvement scheme recently introduced by TfL

**Table 2 - Locations with 3 or more KSI casualties in 3 years**

- 1.30 Appendix A provides an alternative representation of priority locations developed by TfL that identifies nodes (main junctions) and links with higher than average numbers of collisions involving vulnerable road users. The highest priority of these are identified in Table 3. An earlier version of this prioritisation formed the basis for a number of the Accident Reduction schemes currently being developed.

<b>Location</b>	<b>Comment</b>
Chipping Barnet High Street (A1000) junction with Wood Street (A411)	Alternative junction layouts and footway widening under consideration
Brockley Hill A5 junction with Spur Road (A410)	Safety and capacity scheme in design (as noted in Table 2)
Station Road Edgware (A5 to Edgwarebury La)	Minor scheme has been recently introduced
A1000 High Road, North Finchley	Outline design of minor proposal for High

(Ballards Lane to Torrington Park)	Road developed (similar location identified in Table 2)
A598 Ballards Lane (Granville Road to Alexandra Grove)	Outline design for minor proposal Ballards Lane developed
Watling Avenue, Burnt Oak (A5 to Orange Hill Road)	No proposal currently identified
A598 Ballards Lane junction with Nether Street	Also identified in Table 2
A598 Regents Park Road (from Nether Street to Hendon Lane)	Previous consideration did not identify viable proposal
A5 Edgware Road (The Hyde) (Hay Lane to Kingsbury Road)	Discussions in progress with TfL/LB Brent and Police regarding a scheme design for this location
A1000 High Road, East Finchley (East End Road to Church Lane)	Scheme being designed
A5 West Hendon Broadway (Cool Oak Lane to Perryfield Way)	Changes expected through West Hendon regeneration (similar location identified in Table 2)
<i>*A5 Edgware Road (Dollis Hill Lane-Oxgate Lane)</i>	<i>* A5 south of A406. Collisions assigned to and generally addressed by LB Brent</i>
<i>*A5 Cricklewood Broadway (Mora Road to Cricklewood Lane)</i>	<i>* A5 south of A406. Collisions assigned to and generally addressed by LB Brent</i>
<i>*A5 Cricklewood Broadway (from Cricklewood Lane southwards)</i>	<i>* A5 south of A406. Collisions assigned to and generally addressed by LB Brent</i>

**Table 3 - Nodes and links with collisions involving vulnerable road users more than 2 standard deviations above average**

- 1.31 About 20% of KSI casualties in Barnet occur on the M1 motorway or on the Transport for London Road Network (A1, A41 and A406). The rate of casualty reduction on these roads in recent years has been similar to that on borough controlled roads.

### **Current and Recent Road Safety Activities**

- 1.32 **Road Safety Education** initiatives are delivered via Re to schools, parents, in workplaces and public events and directly targeted at specific road users. These include:

- Road Safety Campaigns
- Road Safety Talks
- A range of road safety themed lessons for specific age groups
- Provision of and signposting to road safety education resources
- Practical Pedestrian Training (for junior age pupils)
- Road Safety Theatre in Education performances
- Safe Drive Stay Alive - a live event aimed at young people aged between 16 and 18 years, who may be new drivers, about to learn to drive or passengers in cars driven by their peers. With powerful, personal testimonies the presentation is designed to make the audience aware of the tragedy and suffering a road traffic crash can cause. It takes place in partnership with London local authorities, London Ambulance NHS Trust, London Fire Brigade, the Metropolitan Police and Transport for London.

- In-car safety events
- Cycle training
- Bike Safe / Scooter Safe course vouchers - encouraging take-up of additional training for motorcyclists

Other activities include:

- Management of the School Crossing Patrol Service including site assessments, training, risk assessments and monitoring (School Crossing Patrol officers engaged by schools direct).

1.33 **Road Safety Engineering schemes** – are developed to address patterns of collisions where changes to the road environment can be expected to result in a reduction in numbers or severity of collisions. Schemes introduced in the last two years that aim to address injury collisions at specific locations include those in Table 4.

<b>2016</b>	<b>Completed</b>	<b>Injury Collisions in previous (or most recent) 5 years</b>
(a) Silkstream Road, Edgware – One Way	July 2016	1 slight
(b) Wykeham Road	Dec 2016	1 serious, 2 slight
(c) A5/Sheaveshill Road, NW9 – pedestrian improvements	Sept 2016	1 fatal, 10 slight
(d) Devonshire Road	Oct 2016	1 serious, 5 slight
(e) Walksafe N10 phase 2 zebra crossing	May 2016	1 serious, 7 slight
(f) Victoria Road, EN4 – Traffic Calming (& 20mph)	Oct 2016	1 serious, 4 slight
(g) St Catherine’s School (zebra crossing)	Oct 2016	2 slight
<b>2017</b>		
(h) Wellhouse Lane junction improvement	Nov 2017 (subject to amendments)	1 serious, 6 slight
(i) Woodside Avenue/Gainsborough Road, N12 Junction Safety Improvements	March 2017	1 serious, 7 slight
(j) Pollard Road	June 2017	1 serious, 1 slight

**Table 4 - Sample schemes introduced in 2016-2017**

1.34 As identified at paragraph 1.30 and in Table 2 and Table 3 table a number of schemes currently in development are locations with higher than typical levels of KSIs or injury collisions involving vulnerable road users.

1.35 **Enforcement** – Much enforcement associated with road safety such as speed enforcement and enforcement against drink driving, mobile phone use and much driver behaviour is undertaken by the Police. However parking enforcement on borough roads and a range of moving traffic contraventions are enforced by the Council.

- 1.36 Regular Roads and Transport Police pan-London Road Safety operations include:
- Operation Safeway focusing on all road users;
  - Operation Cubo focusing on unlicensed and uninsured vehicles
  - TISPOL addressing speed and seatbelts
  - NPCC addressing Mobile Phones
  - Powered two wheeler week of action
  - Trucks and Buses
  - Brake Safety week
- 1.37 Police activity also includes the Community Roadwatch initiative that gives local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters are issued where appropriate, and the information can help to inform the future activity of local police teams

### **Fatalities**

- 1.38 Fatal casualties are relatively uncommon and the factors that lead to individual collisions may be varied. At borough level it is difficult to draw conclusions about patterns of these most serious collisions since isolated incidents are unlikely to be good predictors of locations where future collisions may occur.
- 1.39 Individual fatal collisions are investigated by the Police. Particularly where they identify aspects of the road environment that may have played a part in the collision then a joint site visit with borough officers may be undertaken and remedial measures agreed.
- 1.40 In Barnet in recent years the following numbers of fatal collisions have been recorded.
- |      |                 |
|------|-----------------|
| 2014 | 5               |
| 2015 | 9               |
| 2016 | 2               |
| 2017 | 8 (provisional) |

### **20mph speed limits and zones**

- 1.41 DfT guidance on the introduction of 20mph areas notes that successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed.
- 1.42 Barnet is keen to lobby for changes to this approach, and to explore innovative enforcement options with partners, to ensure that speed enforcement in 20mph areas will be provided where requested.
- 1.43 The guidance identifies that there is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties and where

collisions do occur, there is a lower risk of fatal injury at lower speeds. Research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000<sup>2</sup>). There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds.

- 1.44 A recent report regarding introduction of 20mph speed limits introduced using signage only in Bath and North East Somerset (BNES)<sup>3</sup> and previous results from introduction of an area wide 20mph speed limit areas in Portsmouth<sup>4</sup>, for example, have suggested some increases in pedestrians Killed or Seriously injured in this context. However the increase in KSI casualties identified in Portsmouth was not statistically significant (while the overall reduction in casualties was)<sup>5</sup> and the low numbers suggest that the BNES results may also not be statistically significant. The extent to which either may be affected by increased pedestrian activity is unclear.
- 1.45 Officers at Transport for London urge caution to authorities considering the BNES report and other organisations have questioned the statistical rigour of the report and the selective use of results.<sup>6</sup>
- 1.46 As noted the report relates to area-wide 20mph speed limits delivered through provision of signage only. Previous research identifying the benefits where reduced speeds are achieved, often in the context of zones introduced with traffic calming, remains relevant. The recent and other information may underline the need to ensure that where higher speeds are present that physical traffic calming measures should be introduced, as recommended within the current guidance. TfL officers also draw this conclusion noting that what the BNES report does point to is the need to ensure that 20mph, and lower speed limits more generally, are self-enforcing and promote a reduction in speed through street design, without relying on police enforcement.
- 1.47 TfL has been trialling 20mph limits on the TLRN, however it is too early to draw any conclusions on these trial sites in terms of casualty reduction. They note the proven links between lower speeds, reduced collision frequency and reduced injury severity and advise their aim in supporting 20mph speed limits is to see these road safety benefits realised, as well as enhancing places where people live, work and shop. They also aim to increase levels of walking and cycling through reducing the fear of traffic and vulnerability created by vehicles travelling at higher speeds.
- 1.48 In Barnet recently introduced 20mph areas have been mainly in the vicinity of schools and have generally been kept to relatively small areas to ensure drivers remain aware of the need for the reduced limit. Design has taken

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<sup>2</sup> <https://trl.co.uk/reports/TRL421>

<sup>3</sup> <https://democracy.bathnes.gov.uk/documents/s47259/20mph%20Zones%20Review%20Report.pdf>

<sup>4</sup>

<http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme4/interventions/20mphspeedlimits.pdf>

<sup>5</sup> [http://www.iancampbell.co.uk/files/Portsmouth\\_20mph\\_statistical\\_analysis.pdf](http://www.iancampbell.co.uk/files/Portsmouth_20mph_statistical_analysis.pdf)

<sup>6</sup> [http://www.20splenty.org/freddie\\_star](http://www.20splenty.org/freddie_star)

account of existing traffic speeds and introduced measures such as road markings and vehicle activated signs as well as build-outs and traffic islands and exceptionally vertical traffic calming measures.

1.49 In April 2014 the then Cabinet 2014 agreed recommendations of the 20mph Task and Finish group that allowed schools to “opt in” to a 20mph area around the school. Development of proposals has focussed on schools where a 20mph area request has been included in School Travel Plans, prioritised using a points based system related to the school’s input to the School Travel Plan process, but also including an element related to road traffic collisions in the area.

1.50 Through this process, and other schemes, the extent of 20mph roads has increased in recent years as set out in Table 5.

Year	Increase in year (km)	Total length (km)
2012*	0.0	20.1
2013	0.9	21.0
2014	0.0	21.0
2015	2.2	23.2
2016	1.8	25.0
2017	4.6	29.6

\* Most 20mph areas introduced in Barnet prior to 2012 had been in place for about ten years.

**Table 5 - Total length of public road in Barnet where a 20mph speed limit or zone has been introduced**

**Traffic calming**

1.51 As noted in paragraph 1.41 provision of traffic calming may be necessary for the success of a 20mph scheme. It may also be desirable or necessary in other circumstances to reduce casualties. Not all traffic calming involves the use of vertical measures (such as road humps) but other measures may be unsuitable, inadequate or undesirable in some cases.

1.52 In July 2016 the Environment Committee approved the following policy wording: ‘Generally this Council opposes the use of vertical traffic other calming measures, but acknowledges that calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members.’

1.53 Proposals to reduce casualties may therefore incorporate vertical measures where necessary.

**Going Forward**

1.54 KSI casualty reductions in recent years are likely to have been influenced by changes to vehicle safety systems, and in Barnet this is thought to have played a significant part in reducing KSI casualties. However, it presents a challenge in terms of effecting further reductions since KSI casualties are now disproportionately those more vulnerable to serious injury.

- 1.55 Appendix 2 contains a summary of all the injury collisions in three years at one of the high priority sites identified in **Table 2** and **Figure 4**. It highlights the high proportion of cyclist and motorcycle casualties at this busy location, and notes that in order to reduce road danger significant changes to the road environment may be necessary.
- 1.56 In conjunction with development of the long term transport strategy for the borough and the new Local Implementation Plan that will respond to the Mayor's Transport Strategy it is intended to develop a Road Safety Strategy for the borough that will:
- set casualty reduction targets for Barnet aimed at supporting the vision of zero KSI casualties by 2041;
  - continue to develop programmes of Education, Training and Publicity to support Casualty Reduction; noting a reduction in LIP funding as confirmed by TfL in December 2017;
  - continue to develop engineering solutions that will reduce road danger, including major proposals for town centres on main roads; noting a reduction in LIP funding as confirmed by TfL in December 2017;
  - strengthen the agenda for work with other stakeholders to reduce road danger and casualties.
- 1.57 Financial support to deliver road safety solutions has been chiefly from Local Implementation Plan (LIP) funding provided by Transport for London. Recent reductions in this funding following TfL's most recent business plan may limit the scale of work that can be undertaken in the future.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Developing a road safety strategy helps to demonstrate that the borough is meeting its duty under section 39 of the Road Traffic Act 1988 (Promotion of road safety).
- 2.2 The borough will need to produce a new Local Implementation Plan (LIP) over the next year that must be consistent with the new Mayor's Transport Strategy (MTS). The recommendations aim to ensure casualty reduction in Barnet continues in a way that will support the aims of the MTS while taking the particular circumstances of Barnet into account.
- 2.3 Developing a Road Safety Strategy that reflects the Mayor and TfL's vision will therefore help ensure that proposals are consistent with the MTS.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 Not producing a strategy and simply incorporating proposals and measures to address casualties in the Transport Strategy, the Local Implementation Plan and work programmes as they are developed could meet the requirements of the Road Safety Duty, but would be less focussed and therefore less effective in terms of reducing road traffic casualties
- 3.2 Producing a Barnet specific strategy that does not align with the interests of our partners in London is also not an appropriate option. It would limit the support available to implement the strategy in terms of financial support available through the LIP and through development and sharing of resources with other partners in London. Consequently, it would not be to the benefit of Barnet or of London as a whole

#### **4. POST DECISION IMPLEMENTATION**

- 4.1 A Road Safety Strategy will be developed in conjunction with development of the long-term transport strategy for the borough and the new Local Implementation Plan. This will incorporate targets to support the vision of zero KSI casualties and set out actions to deliver these.

#### **5. IMPLICATIONS OF DECISION**

##### **5.1 Corporate Priorities and Performance**

- 5.1.1 Seeking to reduce road traffic casualties helps to deliver the corporate priorities of:
- delivering quality services by focussing resources where they can best deliver;
  - and responsible growth, regeneration and investment by ensuring that this takes place without increasing the risk of road traffic casualties in line with the core principles of Fairness, Responsibility and Opportunity.

##### **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

- 5.2.1 Development of the strategy would take place in conjunction with development of the borough transport strategy and the Local Implementation Plan of the forthcoming Mayor's Transport Strategy. It is anticipated that it will be developed by existing Barnet and Re staff within the resourcing of those activities and there will be no additional associated costs.
- 5.2.2 Future implementation costs for the strategy will be substantially met through annual Transport for London Local Implementation Plan funding allocations.

##### **5.3 Social Value**

- 5.3.1 Not applicable in the context of this report.

##### **5.4 Legal and Constitutional References**

- 5.4.1 The Council has a statutory duty under section 39 of the Road Traffic Act



1988 to carry out studies into accidents arising out of the use of vehicles on roads within their area and to take such measures as appear appropriate to prevent such accidents

## **5.5 Risk Management**

5.5.1 Failure to tackle road traffic casualties leaves residents, visitors and others at greater risk of death or serious injury on Barnet's roads. As well as this direct risk to the welfare of individuals failure to address road casualties may lead to serious adverse publicity.

5.5.2 Failure to develop proposals consistent with the Mayor's Transport Strategy could ultimately result in a plan being produced and implemented by TfL and / or LIP funding not being provided for road safety and other transport projects in the borough.

## **5.6 Equalities and Diversity**

5.6.1 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.6.2 The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services.

5.6.3 Ensuring that road safety interventions are directed towards those at greatest risk of serious injury or fatality will help Barnet meet this duty.

## **5.7 Corporate Parenting**

5.7.1 Not applicable in the context of this report.

## **5.8 Consultation and Engagement**

5.8.1 Consultation and engagement has not taken place and is not planned in relation to this decision.

## **5.8 Insight**

5.8.1 The report draws on Casualty data recorded by the Police in accordance with the national Stats 19 reporting system, and made available via Transport for London (TfL), and on analysis of that data at a borough and London-wide level as set out in the report.

## **6. BACKGROUND PAPERS**

- 6.1 TfL fact sheets, reports and other publications concerning road traffic casualties and collisions road safety reports on can be found here.  
<https://tfl.gov.uk/corporate/publications-and-reports/road-safety>
- 6.2 DfT road safety publications and data tables may be accessed here  
<https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>
- 6.3 The 2 April 2014 Cabinet report regarding the work and recommendations of the 20mph Task and Finish is at item 6 via this link:  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=120&MId=7519&Ver=4>
- 6.4 The 14 July 2016 Environment Committee report on Traffic Calming is at item 15 via this link:  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8634&Ver=4>