

Meeting	Finchley & Golders Green Area Environment Sub- Committee
Date	16 October 2012
Subject	Road Traffic Personal Injury Accident Clusters
Report of	Interim Director of Environment, Planning and Regeneration
Summary	The report contains the review carried out on several (nine) accident cluster sites identified in the report presented to this committee in March 2012.

Officer Contributors	Themba Nleya
Status (public or exempt)	Public
Wards Affected	All
Key Decision	No
Reason for urgency / exemption from call-in	Not applicable
Function of	Executive
Enclosures	Appendix A – Accident Clusters Details and Responses Appendix B – Summary Review of Nether Street Width Restriction
Contact for Further Information:	Themba Nleya, Senior Engineer, 020 8359 4198

1. RECOMMENDATION

1.1 That the sub-committee;

- i) Notes those items recommended for no further action,**
- ii) Notes the “quick win” actions and proposals for each of the highlighted cluster sites as is detailed in Appendix A and accordingly the Interim Director for Environment, Planning and Regeneration to implement the measures, and**
- ii) Instructs the Interim Director for Environment, Planning and Regeneration to progress as planned those items identified as requiring further investigative work with a view to implement pending further design and consultation with local elected members and residents.**

1.2 That any objections from any related consultation that may be necessary be resolved by the Interim Director for Environment, Planning and Regeneration in consultation with the Cabinet member for Environment.

2. RELEVANT PREVIOUS DECISIONS

2.1 Finchley and Golders Green Area Environment sub-committee, 24 November 2011, item 6 resolved:

- That an update report including a breakdown of accidents at hotspot locations over the last three years be brought to the next appropriate meeting of the sub-committee.

2.2 Finchley and Golders Green Environment sub-committee, 14 March 2012, item 6. Following discussion and consideration of a report on road traffic accident locations the subcommittee resolved:

- That priority attention be given to pursuing actions as set out in the report on clusters 1, 13 and 24 and that all “quick wins” actions should be pursued where practicable, including addressing specific points on de-cluttering (cluster 19) and obscured visibility (cluster 23)
- That a report on the outcome of the investigations into “quick-wins” be brought to the next meeting of the sub committee

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 No risk management issues arising directly out of 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) are 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 e.g. Deprivation and Road Safety in London: A report to the London Road Safety Unit (2006), and Road Safety of London's Black and Asian Minority Ethnic Groups: A report to the London Road Safety Unit (2006), 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 It is intended that the funding required to implement the proposed measures be met from Capital funding secured from TfL for the boroughs Local Implementation plan (LIP) specifically, the Traffic and Road Safety allocation for financial year 2012/13.

- 6.2 Fund will be required as follow:

- Cluster 1: N/A
- Cluster 5: N/A (Enforcement Action by Police)
- Cluster 6: £10k
- Cluster 13: £15k
- Cluster 18: Nil
- Cluster 19: Nil (No Further Action)
- Cluster 23: Nil
- Cluster 24: £12k
- Cluster 26: Nil (No Further Action)
- Total: £37,000**

- 6.3 There will be no staffing, IT, property, sustainability, or procurement issues as a result of the implementation of these measures.

- 6.4 Any financial implications will be contained within the Environment, Planning and Regeneration budgets.

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.

- 9.2 A report to the Area Environment sub-committee in November 2011 identified locations in the borough and in the sub-committee's area where seven or more Personal Injury

Accidents had occurred in the three year period 2008-2010. The report also included background information which may be helpful in interpreting this report.

- 9.3 A subsequent report was presented to the Area Environment sub-committee in March 2012 when it was agreed that priority attention be paid to investigating possible actions at the identified locations including “quick wins”.
- 9.4 Appendix A provides the original assessment for the worst four clusters as well as the assessment made by the Traffic and Development Section in terms of potential improvements to each of these sites.
- 9.5 Appendix B provides the summary review of the Nether Street Width Restriction.

10. LIST OF BACKGROUND PAPERS

- 10.1 Finchley and Golders Green Area Environment sub-committee report and decision, 24 November 2011
- 10.2 Finchley and Golders Green Area Environment sub-committee report and decision, 14 March 2012

Cleared by Finance (Officer's initials)	JH
Cleared by Legal (Officer's initials)	SS