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Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	10 March 2008
Subject	Investigation into 20mph speed limit – Dunstan Road NW11
Report of	Cabinet Member for Environment & Transport
Summary	To advise the Sub-Committee of the results of investigations into the justification for possible measure to introduce a 20mph speed limit along Dunstan Road NW11
Officer Contributors	Mike Freestone, Director of Environment & Transport
Status (public or exempt)	Public
Wards affected	Childs Hill Ward
Enclosures	None
For decision by	Finchley and Golders Green Area Environment Sub-Committee
Function of	Executive
Reason for urgency / exemption from call-in (if appropriate)	Not Applicable

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1. RECOMMENDATIONS

- 1.1 That the Sub-Committee note the findings of the report and no measures be progressed.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 Finchley and Golders Green Area Environment Sub-Committee – 7 June 2007 – Decision Item 9. approved the introduction of a Vehicle Activated Sign in Dunstan Road; Finchley and Golders Green Area Environment Sub-Committee – 20 November instructed the Director of Environment and Transport to investigate the justification in introducing additional speed reduction measures in Dunstan Road.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The 'Traffic Management - Future Strategy' report approved by Cabinet on 5 November 2002 Decision Item 4 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 2007/8 –20010/11 confirms the Council's commitment to improve transport traffic flow and roads, to reduce journey times and improve reliability through effective traffic and road safety engineering and parking control, 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 None arising from this report. Individual scheme risk will be considered as part of established decision making processes relating to any agreed measures.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 Access to transport and transport issues was one of the top areas of improvement identified by disabled residents in the Summer 2006 Citizens' Panel survey to promote disability equality. The move to introducing measures which 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. FINANCIAL, STAFFING, ICT AND PROPERTY IMPLICATIONS

6.1 There are no financial issues as a result of this report.

7. LEGAL ISSUES

7.1 None

8. CONSTITUTIONAL POWERS

8.1 Constitution Part 3 'Responsibility for Functions' Para 3.10 Area Environment Sub-Committees perform 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.

8.2 Constitution Part 3 Section 3 'Responsibility for Executive Functions' Para 3.6 Cabinet Resources Committee is responsible for capital and revenue finance.

9 BACKGROUND INFORMATION

9.1 As a result of various requests for traffic management measures to be investigated to address the high level of personal injury accidents in Dunstan Road NW11, the meeting of this Sub-Committee on 7 June 2007 approved the introduction of a Vehicle Activated sign in the vicinity of No. 60 Dunstan Road.

9.2 Consultation on this provision was subsequently carried out with the public and a number of responses were received. One response via the Chairman of the Dunstan Road Residents Association requested that consideration be given to the provision of an additional Vehicle Activated sign to cater for eastbound traffic, and that also that consideration should be given to introducing 20mph limits in Dunstan Road and its neighbouring roads. The consideration of the request for an additional Vehicle Activated sign is addressed in a separate report on the agenda.

9.3 This Sub-Committee, at the 20 November 2007 meeting, authorised the Director of Environment & Transport to investigate possible traffic management measures to encourage motorists to travel at speeds of no more than 20mph along Dunstan Road and report accordingly on any identified measures.

9.4 Dunstan Road is a residential road located within the Golders Green Controlled Parking Zone that operates between 11am and midday on Mondays to Fridays. Resident bays and free parking bays are located along each side of the road interspersed with various lengths of single yellow line. The yellow line is located where it is not considered appropriate to locate parking bays, either close to junctions, across off-street parking facilities or places of attraction.

- 9.5 Dunstan Road is a popular west to east route and speed surveys suggest that speeding above the national limit is not particularly evident. There have been three recorded personal injury accidents at the junction with Hodford Road, where the Police recorded causation factor is failure to give way.
- 9.6 The introduction of Vehicle Activated signage designed to reduce the speed of vehicles and therefore the risk of conflict have either already been approved for implementation or is currently under consideration and it is considered that these could contribute to a reduction in vehicle speed
- 9.7 However, investigations have been carried out on possible additional physical measures that would encourage lower speeds. These include the provision of priority give ways – which would necessitate road narrowing at certain points, rearranging the parking layout to produce a ‘chicane’ effect and a roundabout at the junction of Hodford Road that would require approaching vehicles on Dunstan Road to give way to vehicles approaching from Hodford Road. The above measures would complement the introduction of a 20mph limit.
- 9.8 Of the possible measures, it is considered that the rearrangement of the parking layout and introduction of priority give ways would prove most problematic as they would inevitably have a significant effect on local residents ie. loss of on-street parking and the associated costs could not be justified under a ‘value for money’ appraisal.
- 9.9 The cross movement impacts at the Hodford Road junction could be addressed through the provision of a roundabout at the junction of Hodford Road. Again this would complement the Vehicle Activated signage located elsewhere in the road and could further reduce current vehicle speeds.
- 10.0 As there is no evident speeding problem nor personal injury accident history as a result of excessive vehicle speeds, assessing the suitability for additional measures under the Council’s current agreed criteria would not normally justify further action and officers can not recommend that any measures be progressed.

11 LIST OF BACKGROUND PAPERS

- 11.1 Correspondence file.
- 11.2 Any person wishing to inspect these papers should telephone 020 8359 7525.

CFO: MG
Legal:JM
