

SUB-COMMITTEE
FINCHLEY & GOLDERS GREEN AREA ENVIRONMENT

DATE AND TIME

MONDAY, 10 MARCH 2008 AT 7.00 PM

VENUE

**THE TOWN HALL, THE BURROUGHS,
HENDON, NW4 4BG**

TO: MEMBERS OF THE SUB-COMMITTEE (Quorum 3)

Chairman: Councillor Daniel Thomas (Cllr Mike Freer)
Vice-Chairman: Councillor Jazmin Naghar (Cllr Andrew Harper)

Councillors: (Substitutes)
Melvin Cohen (Christopher Harris) Geof Cooke (Alan Schneiderman)
Ross Houston (Jim Tierney) Andrew McNeil (Colin Rogers)
Monroe Palmer (Jack Cohen)

Janet Rawlings, Democratic Services Manager

Democratic Services contact: Claire Mehegan, tel. 020 8359 2205

CORPORATE GOVERNANCE DIRECTORATE

To view Agenda papers on the website:

<http://committeepapers.barnet.gov.uk/democracy>

FACILITIES FOR PEOPLE WITH DISABILITIES

The Town Hall has access for wheelchair users including lifts and toilets. If you wish to let us know in advance that you will be attending the meeting, please telephone Claire Mehegan 020 8359 2205. People with hearing difficulties who have a text phone, may telephone our minicom number on 020 8203 8942.

Town Hall
Hendon
NW4 4BG

ORDER OF BUSINESS

Item No.	Title of Report	Contributors	Page Nos.
1.	MINUTES	-	-
2.	ABSENCE OF MEMBERS	-	-
3.	PUBLIC SPEAKING ARRANGEMENTS	-	-
4.	PUBLIC QUESTION TIME	-	-
5.	DECLARATION OF MEMBERS' PERSONAL AND PREJUDICIAL INTERESTS	-	-
	Members' Items:		
6.	Councillor Geof Cooke– Anti-social behaviour – Glebelands open space, North Finchley	DSM, DoCG, DET	1 - 4
7.	Councillor Ross Houston – Road safety - Squires Lane N3	DSM	5 - 7
8.	Councillor Andrew McNeil – Speed control and traffic management - Church Lane N2	DSM	8 - 10
	<u>Council Functions</u>		
	None-		
	<u>Executive Functions</u>		
	Reports of the Cabinet Member for Environment and Transport		
9.	Ranulf Road/Lyndale NW2 – 20mph Speed Limit	DET	11– 15
10.	Highway Maintenance Works Programme 2008/09	DET	16 - 31
11.	Local Safety Scheme Programme 2008/09	DET	32 -37
12.	School Travel Plan – Implementation Works - Our Lady of Lourdes School	DET	38 - 44
13.	Additional Vehicle Actuated Sign in Dunstan Road NW11	DET	45 - 50
14.	Investigation into 20mph Speed Limit in Dunstan Road NW11	DET	51 - 54
15.	ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT		

Fire / Emergency Evacuation Procedure

If the fire alarm sounds continuously, or if you are instructed to do so, you must leave the building by the nearest available exit. You will be directed to the nearest exit by Committee staff or by uniformed porters. It is vital that you follow their instructions.

You should proceed calmly; do not run and do not use the lifts.

Do not stop to collect personal belongings.

Once you are outside, please do not wait immediately next to the building, but move some distance away and await further instructions.

Do not re-enter the building until told to do so.

AGENDA ITEM: 6 Page nos. 1 - 4

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	10 March 2008
Subject	Member's Item – Anti-Social Behaviour in Glebelands Open Space
Report of	Democratic Services Manager
Summary	This report informs the Sub-Committee of a Member's Item and requests instructions from the Sub-Committee.

Officer Contributors	Claire Mehegan, Democratic Services Officer Paul Lamb, Community Protection Manager Jenny Warren, Parks and Open Spaces Operational Manager
Status (public or exempt)	Public
Wards affected	Woodhouse
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

Contact for further information: Claire Mehegan, Democratic Services - Tel: 020 8359 2205

1. RECOMMENDATIONS

1.1 The Sub-Committee's instructions are requested.

2. RELEVANT PREVIOUS DECISIONS

2.1 None

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

3.1 The matter raised relates to the corporate priority of ' Clean, green and safe.'

4. RISK MANAGEMENT ISSUES

4.1 None in the context of this report.

5. EQUALITIES AND DIVERSITY ISSUES

5.1 To allow members of the Sub-Committee to bring a wide range of issues to the attention of the Committee in accordance with the Council's Constitution.

6. FINANCIAL, STAFFING, ICT AND PROPERTY IMPLICATIONS

6.1 None arising from 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 day-to-day promotion, management and development of parks, open spaces, allotments, recreation and leisure facilities, within the boundaries of their areas in accordance with Council policy and within budget.

8.2 Council Procedure Rules Section 2 – Committees and Sub-Committees – 7.1 A member will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a committee or sub-committee on which he/she serves.

8.3 The Democratic Services Manager must receive written notice of a Member's item, at least seven clear working days before the meeting. A working day is deemed to end at 4pm. Any item received after 4pm will be recorded as received on the next working day. The item must be signed by the Member and delivered by hand, fax or e-mail.

9 BACKGROUND INFORMATION

9.1 Councillor Geof Cooke has submitted a Member's Item in the following terms:

"At its meeting on 10/03/08 please could the sub committee receive a report on the implementation and maintenance of measures to address anti-social behaviour in and around the Glebelands open space, North Finchley with particular reference to graffiti, vandalism and unauthorized entry of motor vehicles?"

9.2 The Safer Neighbourhood Team have confirmed that there has been no incidents of anti social behaviour, crime or disorder recorded by the Police within the last six months at Glebelands Open Space. Similarly the Council's Priority Intervention Team have received no reports or complaints with regards to anti social behaviour within the open space during the same period.

9.3 Over the last six months there have been 65 allegations of crime within a 200m radius of Glebelands open space. There is no evidence to suggest that these allegations are linked to the open space.

9.4 The Green Spaces Team within Environment and Transport report the following;

- There are no recorded complaints or reports in the last year relating to Glebelands Open Space received via Customer Services.
- 34 square metres of graffiti have been removed from the open space in the last year from areas including signs, seats and paths. 80 square metres is scheduled to be removed from the pavilion which has been protected with railing.
30 square metres has been removed from bowling club property which was paid for by the club.

The area will be maintained as part of the on going maintenance schedule and any repeat damage cleaned and intelligence gathered shared with the Council's Priority Intervention Team and the Police to enable identification of perpetrators and enforcement.

- There have been no repairs undertaken due to vandalism within the open space over the last year.
- Green spaces will be conducting drainage works during the financial year 2008/09.
- Green spaces will be assessing other possible maintenance and preventative work for 2008/09 subject to available resources and necessary approval including;
 - New fencing
 - Improvements to paths
 - Installation of anti motorcycle barrier(s)
 - Improvements to the pavilion

9.5 The Safer Neighbourhoods Team will respond to issues of anti social behaviour as they are reported, supported by the Council's Priority Intervention Team as required.

10. LIST OF BACKGROUND PAPERS

10.1 Email from Councillor Geof Cooke dated 21 January 2008.

10.2 Any person wishing to inspect the background paper above should telephone Claire Mehegan on 020 8359 2205.

Legal: DA

CFO: CM

AGENDA ITEM: 7 Page nos. 5 - 7

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	10 March 2008
Subject	Member's Item – Road Safety in Squires Lane, N3
Report of	Democratic Services Manager
Summary	This report informs the Sub-Committee of a Member's Item and requests instructions from the Sub-Committee.

Officer Contributors	Claire Mehegan, Democratic Services Officer
Status (public or exempt)	Public
Wards affected	West Finchley, Woodhouse
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

Contact for further information: Claire Mehegan, Democratic Services - Tel: 020 8359 2205

1. RECOMMENDATIONS

1.1 The Sub-Committee's instructions are requested.

2. RELEVANT PREVIOUS DECISIONS

2.1 None

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

3.1 The matter raised relates to the corporate priority of ' Clean, green and safe.'

4. RISK MANAGEMENT ISSUES

4.1 None in the context of this report.

5. EQUALITIES AND DIVERSITY ISSUES

5.1 To allow members of the Sub-Committee to bring a wide range of issues to the attention of the Committee in accordance with the Council's Constitution.

6. FINANCIAL, STAFFING, ICT AND PROPERTY IMPLICATIONS

6.1 Any potential budgetary implications that might arise from this item will be covered in the Environment and Transport Team's oral report to the Sub-Committee.

7. LEGAL ISSUES

7.1 None.

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 Council Procedure Rules Section 2 – Committees and Sub-Committees – 7.1 A member will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a committee or sub-committee on which he/she serves.

8.3 The Democratic Services Manager must receive written notice of a Member's Item, at least seven clear working days before the meeting. A working day is deemed to end at 4pm. Any item received after 4pm will be recorded as received on the next working day. The item must be signed by the Member and delivered by hand, fax or e-mail.

- 8.4 If the Sub-Committee wishes to pursue this matter further, it will be necessary to instruct the Director of Environment and Transport to produce a safety scheme and costing in respect of this item and report to a future meeting; such report to address funding issues.

9 BACKGROUND INFORMATION

- 9.1 Councillor Ross Houston has submitted a Member's Item in the following terms:

"I'd like the committee to look at road safety in Squires Lane following the fatal accident last year after a collision at the junction of Squires Lane and Avondale Road. Residents are concerned about road safety in Squires Lane and are keen for the council to review and take measures to improve the safety of this road, and for such a review to consider visibility and traffic calming measures"

- 9.2 The Environment and Transport Team will be providing an oral report to the Sub-Committee.

10. LIST OF BACKGROUND PAPERS

- 10.1 Email from Councillor Ross Houston dated 15 February 2008.
- 10.2 Any person wishing to inspect the background paper above should telephone Claire Mehegan on 020 8359 2205.

Legal: JO'H
CFO: CM

AGENDA ITEM: 8 Page nos. 8 - 10

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	10 March 2008
Subject	Member's Item - The need for improved speed control and traffic management in Church Lane N2
Report of Summary	Democratic Services Manager This report informs the Sub-Committee of a Member's Item and requests instructions from the Sub-Committee.

Officer Contributors	Claire Mehegan, Democratic Services Officer
Status (public or exempt)	Public
Wards affected	East Finchley
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

Contact for further information: Claire Mehegan, Democratic Services - Tel: 020 8359 2205

1. RECOMMENDATIONS

1.1 The Sub-Committee's instructions are requested.

2. RELEVANT PREVIOUS DECISIONS

2.1 None

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

3.1 The matter raised relates to the corporate priority of ' Clean, green and safe.'

4. RISK MANAGEMENT ISSUES

4.1 None in the context of this report.

5. EQUALITIES AND DIVERSITY ISSUES

5.1 To allow members of the Sub-Committee to bring a wide range of issues to the attention of the Committee in accordance with the Council's Constitution.

6. FINANCIAL, STAFFING, ICT AND PROPERTY IMPLICATIONS

6.1 Any potential budgetary implications that might arise from this item will be covered in the Environment and Transport Team's oral report to the Sub-Committee.

7. LEGAL ISSUES

7.1 None.

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 Council Procedure Rules Section 2 – Committees and Sub-Committees – 7.1 A member will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a committee or sub-committee on which he/she serves.

8.3 The Democratic Services Manager must receive written notice of a Member's Item, at least seven clear working days before the meeting. A working day is deemed to end at 4pm. Any item received after 4pm will be recorded as received on the next working day. The item must be signed by the Member and delivered by hand, fax or e-mail.

- 8.4 If the Sub-Committee wishes to pursue this matter further, it will be necessary to instruct the Director of Environment and Transport to produce a safety scheme and costing in respect of this item and report to a future meeting; such report to address funding issues.

9 BACKGROUND INFORMATION

- 9.1 Councillor Andrew McNeil has submitted a Member's Item in the following terms:

"I should like to table the following as a Member's Item for the Finchley & Golders Green Area Environment Sub-Committee on 10 March: The need for improved speed control and traffic management in Church Lane N2."

- 9.2 The Environment and Transport Team will be providing an oral report to the Sub-Committee.

10. LIST OF BACKGROUND PAPERS

- 10.1 Email from Councillor Andrew McNeil dated 20 February 2008.
- 10.2 Any person wishing to inspect the background paper above should telephone Claire Mehegan on 020 8359 2205.

Legal: JO'H
CFO: CM

AGENDA ITEM: 9 Page nos. 11 - 15

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	10 March 2008
Subject	Ranulf Road and Lyndale NW2 – 20 mph. speed limit
Report of	Cabinet Member for Environment & Transport
Summary	To introduce a 20 mph speed limit along Ranulf Road and Lyndale NW2.
Officer Contributors	Mike Freestone, Director of Environment & Transport
Status (public or exempt)	Public
Wards affected	Childs Hill Ward
Enclosures	Appendix A: Drawing No. 60462
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

Contact for further information: Neil Richardson, Acting Principal Engineer Tel: 020 8359 7525

1. RECOMMENDATIONS

1.1 To instruct the Director of Environment and Transport to carry out the necessary works, including Traffic Management Orders, to introduce speed reduction measures in Ranulf Road and Lyndale NW2 subject to:-

- i all necessary funding being available;**
- ii appropriate consultation with local residents/occupiers directly affected by the proposals, public transport operators and with the emergency services;**
- iii consultation with Ward Members; and**
- iv any unresolved material objections being dealt with following consultation with Ward Members by the Director of Environment and Transport under delegated powers in consultation with the Cabinet Member for Environment and Transport and the Chairman of this Sub-Committee.**

2. RELEVANT PREVIOUS DECISIONS

2.1 None

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 –2010/11 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 The Council's Traffic Management Budget for the implementation of traffic management measures at locations not included within the Council's main capital programme initiatives is allocated for division between the areas served by the three Area Environment Sub-Committees. This budget has been allocated accordingly and as such there is no remaining provision within the 2007/2008 funding allocation for additional measures.
- 6.2 Implementation of the options outlined in Section 9 would have an estimated cost of £18, 000 and are considered to be too great to justify the expenditure from the Traffic Management Budget allocation for 2008/09, and at the time of writing this report it is anticipated that a submission will be made to the February meeting of the Cabinet Resources Committee recommending funding of the expenditure as a Capital allocation.

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

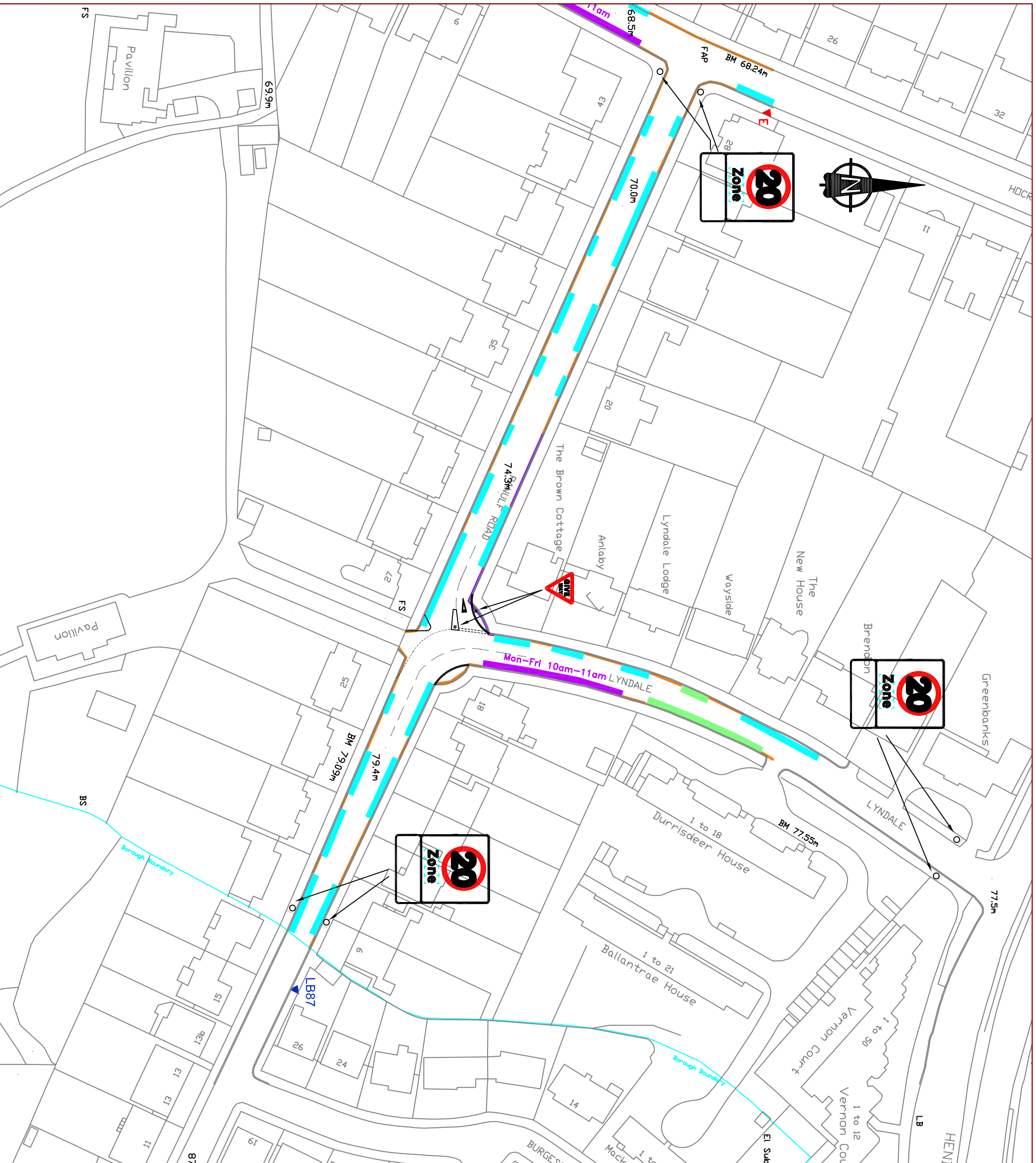
- 9.1 Requests have been received from residents in the area and supported by local ward councillors, for traffic management measures to be investigated to address perceived speeding issues, especially along Ranulf Road.
- 9.2 Following a number of meetings between resident representatives, elected members and council officers, it was agreed that various traffic management options would be investigated that would result in traffic speeds being reduced along Ranulf Road.

- 9.3 As background, Ranulf Road and Lyndale are residential roads located within the Cricklewood Controlled Parking Zone that operates between 10am and 11am 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 or across off-street parking facilities.
- 9.4 The majority of properties in these roads have off-street parking facilities and therefore requirement from residents of these properties to utilise the on-street parking provision is limited although some habitual parking does take place. This low level of parking activity was reflected in the recent Cricklewood Controlled Parking Zone review where some residents questioned the justification of the continuation of these parking restrictions. However, the inclusion of these roads in a restricted area serves as a deterrent to commuter parking which, if it were to be allowed to take place would impose undue pressure on available kerb-side space to the detriment of those residents and their visitors who do wish to park on-street and would also create unacceptable levels of obstructive parking and it is concluded that the current restrictions are valid.
- 9.5 Investigations have concluded that one option that could be employed to encourage drivers to travel at lower speeds is to introduce a 20mph speed limit. In order for this to be self-enforcing, as the Police will not carry out any direct regular speed monitoring, it is proposed to change the priority at the junction of Ranulf Road and Lyndale. Currently, vehicles on Lyndale need to give way to traffic on Ranulf Road. It is considered that by introducing a 'Give Way' to prioritise traffic to and from Lyndale, traffic speeds along Ranulf Road will reduce. This would be provided through physical measures involving the introduction of appropriate signs and road marking, a kerb extension to provide deflection and a central pedestrian refuge. Non-illuminated speed limit signs will be erected in Ranulf Road at the borough boundary with LB Camden and the Hocroft Road junction and in Lyndale at the junction with Hendon Way.
- 9.6.1 The proposals are detailed on drawing.no. 60462 attached in Appendix A to this report. The cost of these measures is estimated at £18,000 which includes for the order making associated with the lower speed limit.

10 LIST OF BACKGROUND PAPERS

- 10.1 Correspondence held on file.
- 10.2 Any person wishing to inspect these papers should telephone 020 8359 7525.

CFO: MG
Legal: MJ



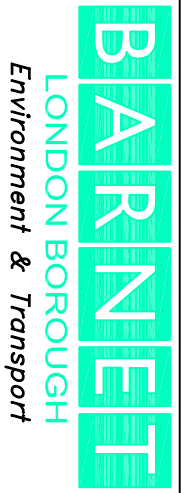
NOTES:

*Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
London Borough of Barnet LA086290 1997.
Licence No. 100017674*

Revision and Date	Description	Initial

Michael Freestone, BA, IEng, FHEE, FIHT
Director of Environment and Transport

London Borough of Barnet,
Building 4
North London Business Park
Oakleigh Road South
London N11 1NP
Tel. (020) 8359 2000



SCHEME:
TMB
Ranulf Road

TITLE:
Traffic Calming Measures Give Way

Scales:	1/1000	Date:	Jan 08
Initiated:	MF	Drawn:	AA
DRAWING NO.:	60462_option 2		

Acad Ref. S:\FG\07-08\Misc
Last update:

AGENDA ITEM: 10 Page nos. 16 - 31

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	10 March 2008
Subject	Highway Maintenance Works Programme for Finchley and Golders Green Area – 2008/2009
Report of	Cabinet Member for Environment and Transport
Summary	This report seeks the Sub-Committee's approval for the Highway Maintenance Works Programme for Finchley and Golders Green Area during 2008/2009.

Officer Contributors	Mike Freestone, Director of Environment and Transport
Status (public or exempt)	Public
Wards affected	All within the Sub-Committee Area
Enclosures	<u>Appendix A: Proposed Works by Wards during 2008/2009</u> <u>Appendix B: Risk Management</u> <u>Appendix C: Planned Highway Maintenance Budget 2008/2009</u>
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

Contact for further information: Gangan Pillai Highways Group 020 8359 3044

1. RECOMMENDATIONS

- 1.1 That the list of roads for carriageway resurfacing and footway relay works in the Finchley and Golders Green Area for 2008/2009, as listed in Appendix A, be approved.**
- 1.2 That, subject to the overall costs being contained within available budgets, the Director of Environment and Transport is instructed to:**
- i) Give notice under Section 58 of the New Roads and Street Works Act 1991 of the Council's intention to implement highway works shown in Appendix A by advertising and consulting as necessary with the public utility companies and Transport for London for schemes proposed to be implemented during 2008/2009;**
 - ii) Implement the schemes proposed shown in Appendix A by placing orders with the Council's term contractors or specialist contractors appointed in accordance with the Council's Contract Procedure Rules ; and**
 - iii) agree any variations to the scheduling of the programme in consultation with the Cabinet Member for Environment and Transport and the Chairman of this Sub-Committee.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 Cabinet 22 July 2002 decision number 7 - approved the Planned Highway Maintenance Programme – Scheme Prioritisation Procedure.**

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The Council's Corporate Plan 2007/2008 - 2010/2011 has set various ambitious objectives under two of the Council's Corporate priorities " Clean, Green and Safe" and "A successful Suburb". These include improving town centres including pavements; improving transport infrastructure and maximising movement opportunities; improving transport traffic flow and roads to reduce journey times and reliability; improving quality of life and local environment and creating conditions for a vibrant economy. It aims to do so by investing adequate funds to halt the deterioration of the conditions of roads and pavements in the borough in the short term and eliminate the backlog of maintenance. Challenging targets have been set out within the Corporate Plan for the nationally recognised performance indicators for carriageways and footways. The Clean, Green Safe Key Priority Plan for 2007/2011 incorporates these targets to meet nationally defined standards to enhance the condition of the Borough's road network.**
- 3.2 In the approved Local Implementation Plan (LIP) 2008/2009 submitted to Transport for London (TfL), the Council is strongly committed to maintaining and improving highway assets in the Borough under the Maintenance Theme.**

- 3.3 In conjunction with the maintenance works it is proposed to review existing traffic management measures to meet the key objectives of the Traffic Management Strategy. These are to secure improvements in traffic flows, reduce congestion and thereby maximise network performance and reduce the incidence of traffic 'rat runs' in the adjoining residential roads.

4. RISK MANAGEMENT ISSUES

- 4.1 Appendix B attached to the report sets out the results of the risks assessed.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient and safe movement to school, work and leisure.
- 5.2 We believe that the physical appearance and the condition of the roads and pavements have a significant impact on people's quality of life. A poor quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity. Our policy is focused on improving the overall street scene across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.
- 5.3 There are ongoing surveys carried out on the conditions of the roads and pavements in the borough, which take into account requests by letter, email and phone-calls from users and Members. The improvements and repairs made ensure that all users have equal and safe access across the borough regardless of the method of travel.

6. FINANCIAL, STAFFING, ICT AND PROPERTY IMPLICATIONS

- 6.1 Funding is being sought from all possible sources to halt the deterioration of the non-principal local roads and to improve the condition of footways, eliminating the backlog of repairs. Prudential Borrowing has brought additional resources to this area of priority for the Council. Over the five years from 2004/2005 the Council will have invested at around £5million per year during 2004/2005 and 2005/2006, £3million during 2006/2007 and £2million during 2007/2008 and £2million planned for 2008/2009, additional to revenue funding.
- 6.2.1 In addition, a bid of £1,725,100 for carriageway resurfacing and footway relay on principal roads for the whole borough was included in the Local Implementation Plan (LIP) 2008/9 submitted to Transport for London (TfL), during June last year. TfL confirmed the grant allocations in November 2007 and the breakdown of the approved grant is as follows:

Principal Road Renewal (carriageway resurfacing / footway)	£651,000
Local Safety Schemes	£835,000
Walking and Cycling	£208,000
Bus Priority Measures	£1,419,000
Bus Stop Accessibility	£30,000
School Travel Plans	£320,000
Local Area Accessibility	£40,000

This gives a total TfL grant of £3,503,000 for 2008/2009. Although an application of £190,000 for Bridge Assessment and Strengthening was included in the 2008/09 LIP bid, TfL have yet to award a grant for this area of works as yet.

TfL noted in their covering letter for the award that “allocations for Principal Road Renewal, Bridge Assessment & Strengthening, Area Based Schemes, Road Safety and Bus Priority schemes continue to be strongly influenced by the application of needs-based considerations. These transport areas together account for about 60% of allocated funding. Therefore, the total amount allocated to a borough is greatly influenced by the local need for such work”. The borough has received lower allocations for Principal Road Renewal, Bridge Assessment and Strengthening and Bus Priority Schemes than in 2007/08 but a higher allocation for Local Safety Schemes.

They have approved allocations for each particular scheme. In approving funds TfL take into account the condition of the principal road network based on the annual road condition surveys. TfL Financial Guidance procedures will be followed when implementing works and seeking reimbursement of costs.

- 6.3 In 2008/2009 it is proposed that £2,000,000 of Prudential Borrowing is spent on highway maintenance targeted at pavements and carriageways in town centres and high usage areas such as outside schools, hospitals etc. across the whole Borough. This is subject to Council approval.
- 6.4 The total estimate of the planned carriageway and footway works in Finchley and Golders Green Area is £1,390,445. The schemes shown in Appendix A will be funded through grants from Transport for London (TfL), Capital (Prudential Borrowing), Revenue funding and S106 contributions from private developments. As in the previous years TfL and Capital funded schemes are intended to be programmed in the earlier period of 2008/2009 and the Revenue funded schemes later on during the year. The report includes the estimated cost of all the recommended schemes.
- 6.6 Officers have prioritised schemes in order to get the maximum benefit. Roads that need work, but not included in the programme, are included in a reserve list and may be implemented if funding is made available. If not, they will be

considered in future years programmes subject to meeting the criteria and approval.

6.7 There are no staffing, ICT or property implications.

7. LEGAL ISSUES

7.1 The Highways Act 1980 sets out the main duties of the highway authorities in England and Wales. Highway maintenance policy is set within a legal framework. Section 41 of the Highways Act 1980 imposes a duty to maintain highways which are maintainable at public expense and almost all claims against authorities relating to highway functions arise from an alleged breach of this section. The Highways Act sits within a much broader legislative framework specifying powers, duties and standards for highway maintenance.

8. CONSTITUTIONAL POWERS

8.1 Constitution Part 3, Responsibility for Functions, Paragraph 3.10 - Area Environment Sub-Committees 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.

9 BACKGROUND INFORMATION

9.1 The Council has a duty to ensure that the statutory functions and responsibilities in relation to highways are discharged. The Authority has a duty to ensure a safe passage for the highway user through the effective implementation of the legislation available to it, principally the Highways Act 1980. That Act sets out the main duties of Highway Authorities, in particular Section 41, which imposes a duty to maintain the highways network.

9.2 Highway maintenance is generally funded by a combination of Capital and Revenue budgets. Capital allocations are made by Central Government through the Local Implementation Plan process taking in to account factors such as road length, classification, traffic figures and road condition data derived from the condition indicators Best Value Performance Indicators's, UK Pavement Management System (UKPMS), National Road Maintenance Condition Survey (NRMCS) and condition surveys. Revenue allocations are generally funded from a combination of local council tax and other Government Revenue support grants. Also Capital or Revenue funding from Private Developers secured by way of obligation pursuant to a Section 106 Agreement made in accordance with the Town and Country Planning Act 1990. Such an Agreement can be made a condition of Planning approval. It is particularly important to ensure that maximum benefit is obtained for highway maintenance from contributions in respect of new developments.

9.3 The Highway Maintenance programme is based upon two technical surveys to assess the condition of roads and footways in the borough. The Coarse Visual Inspection (CVI) survey was carried out by the London Borough of Barnet Officers and the Detailed Visual Inspection (DVI) survey was carried

out by an independent external consultant (DCL now known as Yotta). The process for prioritisation considers both surveys and the investment is focused to maximise the condition of carriageways and footways.

- 9.4 After detailed visual inspection and assessments by highway engineers, officers have now drawn up the final list of priority schemes for carriageway resurfacing and footway relay using the process approved by Cabinet in July 2002 to produce the planned Highway Maintenance Programme for the Finchley and Golders Green Area for 2008/9. The list identifies that schemes that need urgent attention based on the survey results.
- 9.5 The following items have a cumulative influence on the derivation of the Highway Maintenance Works Programme:
- Funding availability – TfL and Council Support
 - Coordination – Other Council Programmes, Wider corporate objectives
 - Cost Efficiency – Inflation (price fluctuations, etc)
 - Constraints – Regeneration Schemes, Works by Statutory Authorities
 - Economies of Scale – Larger areas provide greater value for money
 - Duty of Care – Minimising the amount of claims

Additionally Barnet addresses carriageway and footway maintenance in three categories (please note that these have been changed to National Indicators (NIs) from 2008/09 onwards):

- i) Principal Roads (BVPI 223)
- ii) Non-principal roads (BVPI 224a & b)
- iii) Footways (BVPI 187)

The high and medium use footways (categories 1 & 2) constitute only about 12% of the footway network but are the most heavily used including shopping areas; routes to transport hubs and main employment areas and other busy footways. They are the only footways that are considered when BVPI 187 (condition of footways) is calculated. The low use footways (categories 3 & 4) that comprise the majority of the network do not feature in the BVPI calculations. The proposed footway relay programme has been prioritised based on the conditions and also highlights the ones that fall under BVPI 187.

- 9.6 Appendix A lists all carriageway resurfacing and footway relay works in each ward which are intended to be undertaken during 2008/2009.
- 9.7 Under Section 58 of the New Roads and Street Works Act 1991, the Highway Authority is required to issue a formal three-month Notice of its intention to carry out substantial road works on the public highway. Most subsequent street works by statutory undertakers on that public highway will then be prohibited for a period of 12 months after the works have been implemented. This requirement is aimed at preventing or restricting streets being dug up soon after they have been resurfaced or closed for major works. This is a legal notice which is served on all the statutory undertakers who carry out work in the borough. The Highways Authority is required to commence the

works within a month of the date specified in the notice. Statutory companies can, in some cases, still carry out emergency works with the consent of the Highway Authority. The Notice will be published in the London Gazette, a local newspaper and sent to all the utility companies for co-ordination.

- 9.8 A new three month formal Notice under the requirements of the New Roads and Street Works Act 1991 (NRSWA) giving our intention of schemes to be carried out during the first quarter of 2008/2009 will be published shortly in the London Gazette, a local newspaper and sent to all the utilities companies for co-ordination.
- 9.9 The Traffic Management Act 2004 has introduced a new class of Strategic Roads for London where the London Boroughs retain highway and traffic authority responsibilities but for which Transport for London (TfL) has oversight. This requires the Council to notify TfL, or both TfL and neighbouring boroughs if its proposal to undertake works, such as maintenance, would be likely to affect traffic operations on a strategic road in its own area.. All schemes are in the process of being assessed, to secure improvements in traffic flows and reduce congestion within a safe environment, TfL will be provided with the necessary information within the stipulated timescales for the relevant schemes.
- 9.10 The programme needs to be flexible to accommodate schemes which emerge during the course of the year, either as a result of sudden and rapid deterioration or urgent local needs which are agreed to take priority. Schemes may also slip, for example when other promoters identify works which need to proceed prior to the maintenance scheme. Building flexibility into the system will help us ensure that a responsive service can be provided to changing needs. We have therefore included a reserve list of schemes to replace programmed schemes in case an approved scheme needs to be replaced due to unforeseen circumstances.
- 9.11 An increased programme of investment in highway maintenance has the potential to increase traffic disruptions and consequent user dissatisfaction in the short term. Effective co-ordination and harmonisation combined with careful and considerate design and programming of works can avoid or significantly mitigate this.
- 9.12 Relevant information about the work in each street will continue to be provided in advance to residents by letters and signs.
- 9.13 In order to maximize improvement to the street scene, action will be taken to tidy up associated infrastructure and generally reduce street clutter.
- 9.14 The Cabinet Resources Committee allocated additional funding at the October 2007 and January 2008 meetings to improve the conditions of carriageways and footways in the borough. The following schemes originally presented as reserve schemes to the Area Environment Sub-Committee on held 15 March 2007, are now being implemented during 2007/08:

ROAD NAME	SECTION	DISTRICT	WARD NAME	TYPE OF WORKS
DEANSWAY	A504 EAST END ROAD TO BRIM HILL	N2	EAST FINCHLEY / GARDEN SUBURB	CARRIAGEWAY RESURFACING
ASMUNS HILL	WHOLE LENGTH	NW11	GARDEN SUBURB	CARRIAGEWAY RESURFACING
ELM PARK ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAY RESURFACING
OSSULTON WAY	WHOLE LENGTH	N2	EAST FINCHLEY / GARDEN SUBURB	CARRIAGEWAY RESURFACING
WINDERMERE AVENUE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FOOTWAY RELAY
GRASS PARK	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FOOTWAY RELAY
ELMFIELD ROAD	WHOLE LENGTH	N2	EAST FINCHLEY	CARRIAGEWAY RESURFACING

Residents Satisfaction Survey

- 9.15 The results of the Resident's Survey, undertaken following road and pavement renewal during the last 12 months show around 83% of residents are satisfied with both the works and the manner in which they were undertaken. These are based on the surveys taken up to September 2007 and represents a 15% return rate of the questionnaire. No surveys were carried out between September 2007 and January 2008. We are planning to carry out more surveys during the last quarter of this financial year. This is likely to show an improvement as most of the carriageway and footway works have been implemented in the last 6 months.

10. LIST OF BACKGROUND PAPERS

- 10.1 Inspection Survey records and results; draft advertisement for the London Gazette and the draft email to the public utilities' companies informing them of the web link to the Notice.
- 10.2 Residents Survey, results and questions, following road and pavement renewals.
- 10.3 Any persons wishing to inspect the background papers listed above should contact Gangan Pillai on 020-8359-3044

Legal:JM
CFO: MG

FINCHLEY & GOLDERS GREEN AREA 2008/09 HIGHWAY MAINTENANCE WORKS PROGRAMME

SCHEMES FOR IMPLEMENTATION

Road Number	Road Name	Section	District	Ward	Type of Works	Total Estimated Cost	Existing Traffic Management Measures
	CLOISTER ROAD	WHOLE LENGTH	NW2	CHILDS HILL	CARRIAGEWAY RESURFACING	£38,400	ROAD INSPECTED AND NONE IDENTIFIED
	CLOISTER ROAD	WHOLE LENGTH	NW2	CHILDS HILL	FOOTWAY RELAY	£59,219	ROAD INSPECTED AND NONE IDENTIFIED
	GARTH ROAD	WHOLE LENGTH	NW2	CHILDS HILL	CARRIAGEWAY RESURFACING	£38,400	ROAD INSPECTED AND NONE IDENTIFIED
	HOOP LANE	WORST SECTION	NW11	CHILDS HILL / GARDEN SUBURB	FOOTWAY RELAY	£106584	ROAD INSPECTED AND NONE IDENTIFIED
	CLAREMONT ROAD	HENDON FOOTBALL CLUB TO CRICKLEWOOD LANE (WORST SECTION)	NW2	CHILDS HILL / GOLDERS GREEN	CARRIAGEWAY RESURFACING	£80,000	MINI-ROUNDBABOUTS
	CLAREMONT ROAD	CRICKLEWOOD LANE TO PENNINE ROAD (WORST SECTIONS)	NW2	CHILDS HILL / GOLDERS GREEN	FOOTWAY RELAY	£67726	ROAD INSPECTED AND NONE IDENTIFIED
A502	GOLDERS GREEN ROAD	SNEATH AVENUE TO RUSSELL GARDENS	NW11	CHILDS HILL / GOLDERS GREEN	FOOTWAY RELAY	£52,400	ROAD INSPECTED AND NONE IDENTIFIED
	BRACKENBURY ROAD	WHOLE LENGTH	N2	EAST FINCHLEY	FOOTWAY RELAY	£42,400	ROAD INSPECTED AND NONE IDENTIFIED
	CHURCH LANE	LESLIE ROAD TO A1000 HIGH ROAD	N2	EAST FINCHLEY	CARRIAGEWAY RESURFACING	£37,600	ROAD INSPECTED AND NONE IDENTIFIED
	RED LION HILL	WHOLE LENGTH	N2	EAST FINCHLEY	CARRIAGEWAY RESURFACING	£7,600	ROAD INSPECTED AND NONE IDENTIFIED
	WALKS THE	WHOLE LENGTH	N2	EAST FINCHLEY	CARRIAGEWAY RESURFACING	£7,900	ROAD INSPECTED AND NONE IDENTIFIED
	MANOR VIEW	STATION ROAD TO A504 EAST END ROAD	N3	FINCHLEY CHURCH END	CARRIAGEWAY RESURFACING	£85866	MINI-ROUNDBABOUTS
	STATION ROAD	WORST SECTION	N3	FINCHLEY CHURCH END	CARRIAGEWAY RESURFACING	£59,000	PART ONE WAY OPERATION
	WOOTTON GROVE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	CARRIAGEWAY RESURFACING	£7,100	ONE WAY OPERATION
	SQUIRES LANE	PENTLAND CENTRE TO STATION ROAD	N3	FINCHLEY CHURCH END / WOODHOUSE	CARRIAGEWAY RESURFACING	£41850	ROAD INSPECTED AND NONE IDENTIFIED
	SQUIRES LANE	PENTLAND CENTRE TO STATION ROAD	N3	FINCHLEY CHURCH END / WOODHOUSE	FOOTWAY RELAY	£9000	ROAD INSPECTED AND NONE IDENTIFIED

^(S) Includes S106 Contribution

FINCHLEY & GOLDERS GREEN AREA 2008/09 HIGHWAY MAINTENANCE WORKS PROGRAMME

SCHEMES FOR IMPLEMENTATION

Road Number	Road Name	Section	District	Ward	Type of Works	Total Estimated Cost	Existing Traffic Management Measures
	BISHOPS AVENUE THE	WORST SECTION	N2	GARDEN SUBURB	CARRIAGEWAY RESURFACING	£50,000	ROAD INSPECTED AND NONE IDENTIFIED
	BROOKLAND RISE	HILLTOP TO BROOKLAND RISE	NW11	GARDEN SUBURB	CARRIAGEWAY RESURFACING	£20,700	TO BE ASSESSED
	CEDAR DRIVE	WHOLE LENGTH	N2	GARDEN SUBURB	FOOTWAY RELAY	£14,700	ROAD INSPECTED AND NONE IDENTIFIED
	NORTHWAY	WORST SECTIONS	NW11	GARDEN SUBURB	CARRIAGEWAY RESURFACING	£50,000	ROAD INSPECTED AND NONE IDENTIFIED
	WILLIFIELD WAY	TEMPLE FORTUNE HILL TO A598 FINCHLEY ROAD	NW11	GARDEN SUBURB	CARRIAGEWAY RESURFACING	£125,000 ^(S)	SPEED TABLES
	CLAREMONT WAY	BRENT TERRACE TO WASTE DISPOSAL UNIT (INDUSTRIAL ESTATE SECTION)	NW2	GOLDERS GREEN	CARRIAGEWAY RESURFACING	£46,100	ROAD INSPECTED AND NONE IDENTIFIED
	ASHBOURNE AVENUE	WORST SECTIONS	NW11	GOLDERS GREEN / GARDEN SUBURB	FOOTWAY RELAY	£60,000	ROAD INSPECTED AND NONE IDENTIFIED
	ARGYLE ROAD	WHOLE LENGTH	N12	WEST FINCHLEY	CARRIAGEWAY RESURFACING	£99,100	ROAD INSPECTED AND NONE IDENTIFIED
	AVONDALE ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	FOOTWAY RELAY	£44,400	ROAD INSPECTED AND NONE IDENTIFIED
	BROWNLOW ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	FOOTWAY RELAY	£16,600	ROAD INSPECTED AND NONE IDENTIFIED
	NETHER STREET	WORST SECTIONS	N3/N12	WEST FINCHLEY	FOOTWAY RELAY	£73,900	ROAD INSPECTED AND NONE IDENTIFIED
	LONG LANE	CHURCH LANE TO SQUIRES LANE (WORST SECTIONS)	N2/N3	WEST FINCHLEY / EAST FINCHLEY	FOOTWAY RELAY	£72,900	ROAD INSPECTED AND NONE IDENTIFIED

Carriageway Resurfacing Total: £640,057
(excluding
S106
Works)

Footway Relay Total: £619,829

^(S) Includes S106 Contribution

FINCHLEY & GOLDERS GREEN AREA 2008/09 HIGHWAY MAINTENANCE WORKS PROGRAMME

RESERVE SCHEMES

These are roads which have been identified as needing work but not included in the 2008-09 Highways Maintenance Implementation programme. They may be implemented if funding becomes available from Schemes in the implementation Programme. If not, they will be again considered in future years programmes subject to meeting the criteria and approval.

Road Number	Road Name	Section	District	Ward	Type of Works	Total Estimated Cost	Existing Traffic Management Measures
	ELM TERRACE	WHOLE LENGTH	NW2	CHILDS HILL	FOOTWAY RELAY	£4,500	ROAD INSPECTED AND NONE IDENTIFIED
	HOCROFT ROAD	WHOLE LENGTH	NW2	CHILDS HILL	FOOTWAY RELAY	£77,500	ROAD INSPECTED AND NONE IDENTIFIED
	LLANELLY ROAD	WHOLE LENGTH	NW2	CHILDS HILL	CARRIAGEWAY RESURFACING	£12,900	ROAD INSPECTED AND NONE IDENTIFIED
	POWIS GARDENS	WHOLE LENGTH	NW11	CHILDS HILL	CARRIAGEWAY RESURFACING	£21,000	ROAD INSPECTED AND NONE IDENTIFIED
	SUNNYSIDE	WHOLE LENGTH	NW2	CHILDS HILL	CARRIAGEWAY RESURFACING	£15,500	ROAD INSPECTED AND NONE IDENTIFIED
	BERESFORD ROAD	WHOLE LENGTH	N2	EAST FINCHLEY	CARRIAGEWAY RESURFACING	£30,000	ONE WAY OPERATION
	CENTRAL AVENUE	WHOLE LENGTH	N2	EAST FINCHLEY	CARRIAGEWAY RESURFACING	£28,500	ROAD INSPECTED AND NONE IDENTIFIED
	ELMFIELD ROAD	WHOLE LENGTH	N2	EAST FINCHLEY	CARRIAGEWAY RESURFACING	£20,700	ROAD INSPECTED AND NONE IDENTIFIED
	HAMILTON ROAD	WHOLE LENGTH	N2	EAST FINCHLEY	CARRIAGEWAY RESURFACING	£43,000	ROAD INSPECTED AND NONE IDENTIFIED
	MARKET PLACE	KITCHENER ROAD TO EAST END ROAD	N2	EAST FINCHLEY	CARRIAGEWAY RESURFACING	£24,600	ROAD INSPECTED AND NONE IDENTIFIED
	OSSULTON WAY	HILLTOP TO EAST END ROAD	N2	EAST FINCHLEY	CARRIAGEWAY RESURFACING	£92,000	ROAD INSPECTED AND NONE IDENTIFIED
	BRIARFIELD AVENUE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	CARRIAGEWAY RESURFACING	£43,100	ROAD INSPECTED AND NONE IDENTIFIED
	CHANDOS WAY	WHOLE LENGTH	NW11	GARDEN SUBURB	CARRIAGEWAY RESURFACING	£40,800	ROAD INSPECTED AND NONE IDENTIFIED
	SHERIDAN WALK	WHOLE LENGTH	NW11	GARDEN SUBURB	FOOTWAY RELAY	£9,600	ROAD INSPECTED AND NONE IDENTIFIED
	TEMPLE FORTUNE LANE	WHOLE LENGTH	NW11	GARDEN SUBURB	CARRIAGEWAY RESURFACING	£124,300	ROAD INSPECTED AND NONE IDENTIFIED

^(S) Includes S106 Contribution

FINCHLEY & GOLDERS GREEN AREA 2008/09 HIGHWAY MAINTENANCE WORKS PROGRAMME

RESERVE SCHEMES

These are roads which have been identified as needing work but not included in the 2008-09 Highways Maintenance Implementation programme. They may be implemented if funding becomes available from Schemes in the implementation Programme. If not, they will be again considered in future years programmes subject to meeting the criteria and approval.

Road Number	Road Name	Section	District	Ward	Type of Works	Total Estimated Cost	Existing Traffic Management Measures
	WILD HATCH	WHOLE LENGTH	NW11	GARDEN SUBURB	FOOTWAY RELAY	£40,700	ROAD INSPECTED AND NONE IDENTIFIED
	WINNINGTON ROAD	HOLNE CHASE TO B519 HAMPSTEAD LANE	N2	GARDEN SUBURB	CARRIAGEWAY RESURFACING	£45,400	ROAD INSPECTED AND NONE IDENTIFIED
	DEANSWAY	BRIM HILL TO THE BISHOPS AVENUE	N2	GARDEN SUBURB / EAST FINCHLEY	CARRIAGEWAY RESURFACING	£70,500	TEGULA TABLES
	ALBERON GARDENS	WHOLE LENGTH	NW11	GARDEN SUBURB / GOLDERS GREEN	CARRIAGEWAY RESURFACING	£25,000	ROAD INSPECTED AND NONE IDENTIFIED
	ASHBOURNE AVENUE	WHOLE LENGTH	NW11	GARDEN SUBURB / GOLDERS GREEN	CARRIAGEWAY RESURFACING	£62,500	ROAD INSPECTED AND NONE IDENTIFIED
	CLITTERHOUSE CRESCENT	WHOLE LENGTH	NW2	GOLDERS GREEN	FOOTWAY RELAY	£94,500	ROAD INSPECTED AND NONE IDENTIFIED
	PENNINE DRIVE	ROUNDAABOUT TO A41 HENDON WAY	NW2	GOLDERS GREEN	CARRIAGEWAY RESURFACING	£128,800	ROAD INSPECTED AND NONE IDENTIFIED
	PORTSDOWN AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN	CARRIAGEWAY RESURFACING	£38,100	ROAD INSPECTED AND NONE IDENTIFIED
	PRINCES PARK AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN	CARRIAGEWAY RESURFACING	£146,300	SPEED HUMPS
	ST MARYS ROAD	WHOLE LENGTH	NW11	GOLDERS GREEN	CARRIAGEWAY RESURFACING	£18,900	ROAD INSPECTED AND NONE IDENTIFIED
	TILLING ROAD	A406 ROUNDAABOUT / M1 JUNCTION 1 TO CLAREMONT ROAD	NW2	GOLDERS GREEN	CARRIAGEWAY RESURFACING	£256,100	MINI-ROUNDAABOUTS
	WOODLANDS	WORST SECTION	NW11	GOLDERS GREEN	CARRIAGEWAY RESURFACING	£73,400	ROAD INSPECTED AND NONE IDENTIFIED
	WOODLANDS	WHOLE LENGTH	NW11	GOLDERS GREEN	FOOTWAY RELAY	£158,400	ROAD INSPECTED AND NONE IDENTIFIED
	AVONDALE ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAY RESURFACING	£35,000	ROAD INSPECTED AND NONE IDENTIFIED
	BROWNLOW ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAY RESURFACING	£19,000	ROAD INSPECTED AND NONE IDENTIFIED
	DERBY AVENUE	WHOLE LENGTH	N12	WEST FINCHLEY	FOOTWAY RELAY	£28,500	ROAD INSPECTED AND NONE IDENTIFIED
	GROVE AVENUE	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAY RESURFACING	£19,900	ROAD INSPECTED AND NONE IDENTIFIED

^(S) Includes S106 Contribution

FINCHLEY & GOLDERS GREEN AREA 2008/09 HIGHWAY MAINTENANCE WORKS PROGRAMME

RESERVE SCHEMES

These are roads which have been identified as needing work but not included in the 2008-09 Highways Maintenance Implementation programme. They may be implemented if funding becomes available from Schemes in the implementation Programme. If not, they will be again considered in future years programmes subject to meeting the criteria and approval.

Road Number	Road Name	Section	District	Ward	Type of Works	Total Estimated Cost	Existing Traffic Management Measures
	NETHER STREET	COURTHOUSE GARDENS TO ARGYLE ROAD	N3/N12	WEST FINCHLEY	CARRIAGEWAY RESURFACING	£97,600	TABLES, RUMBLE STRIP, MINI-ROUNDBABOUTS, WIDTH RESTRICTION
	REDBOURNE AVENUE	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAY RESURFACING	£42,590	TO BE ASSESSED
	ROSEMONT AVENUE	WHOLE LENGTH	N12	WEST FINCHLEY	CARRIAGEWAY RESURFACING	£47,400	ROAD INSPECTED AND NONE IDENTIFIED
	LONG LANE	MADDISON CLOSE TO SQUIRES LANE	N2/N3	WEST FINCHLEY / EAST FINCHLEY	CARRIAGEWAY RESURFACING	£82,500	ROAD INSPECTED AND NONE IDENTIFIED
	CRESCENT ROAD	WHOLE LENGTH	N3	WEST FINCHLEY / FINCHLEY CHURCH END	FOOTWAY RELAY	£46,800	ROAD INSPECTED AND NONE IDENTIFIED
	CRESCENT ROAD	WHOLE LENGTH	N3	WEST FINCHLEY / FINCHLEY CHURCH END	CARRIAGEWAY RESURFACING	£31,200	RESTRICTED JUNCTION MOVEMENTS
	CLIFTON ROAD	WHOLE LENGTH	N3	WOODHOUSE	CARRIAGEWAY RESURFACING	£34,400	ROAD INSPECTED AND NONE IDENTIFIED
	MONTROSE CRESCENT	WHOLE LENGTH	N12	WOODHOUSE	CARRIAGEWAY RESURFACING	£24,000	ROAD INSPECTED AND NONE IDENTIFIED
	MONTROSE CRESCENT	WHOLE LENGTH	N12	WOODHOUSE	FOOTWAY RELAY	£23,900	ROAD INSPECTED AND NONE IDENTIFIED
	WOODSIDE PARK ROAD	WHOLE LENGTH	N12	WOODHOUSE / TOTTERIDGE	FOOTWAY RELAY	£87,300	ROAD INSPECTED AND NONE IDENTIFIED

^(S) Includes S106 Contribution

2008/09 HIGHWAYS MAINTENANCE WORKS PROGRAMME

TOWN & COUNTRY ACT – SECTION 106 SCHEMES

SCHEME REF.	LOCATION OF AGREEMENT	FUNDING AVAILABLE	AREA	TYPE OF WORKS	LOCATION OF PROPOSED WORKS
5	FRIERN HOSPITAL	£7500	CHIPPING BARNET	CARRIAGEWAY RESURFACING	St. Johns Avenue (Part Funding)
21	POWERPLAY PURSLEY ROAD	£28,443.74	HENDON	CARRIAGEWAY RESURFACING	Bittacy Rise (Part Funding)
30	MILL HILL GAS WORKS SITE	£75,000	HENDON	CARRIAGEWAY RESURFACING & FOOTWAY RELAY	Bittacy Hill Area – Worst Sections (Part Funding)
77	MANOR HOUSE HOSPITAL	£60,559.47	FINCHLEY & GOLDERS GREEN	CARRIAGEWAY RESURFACING & FOOTWAY RELAY	Contribution Towards Agreed Works Of The Following – WILLIFIELD WAY RESURFACING (PART FUNDING)
79	WENTWORTH HALL	£1,798.06	HENDON	CARRIAGEWAY RESURFACING	Bishop Park Avenue (Part Funding)
164	1105-1111 HIGH ROAD N20	£17,500	CHIPPING BARNET	CARRIAGEWAY RESURFACING & FOOTWAY RELAY	A1000 Between North Finchley & Whetstone
201	PDC HIGH ROAD FINCHLEY	£20,000	FINCHLEY & GOLDERS GREEN	CARRIAGEWAY RESURFACING & FOOTWAY RELAY	Contribution Towards Agreed Works Of The Following – SQUIRES LANE & MANOR VIEW (PART FUNDING)
241	48-50 FINCHLEY LANE NW4	£27,000	HENDON	CARRIAGEWAY RESURFACING & FOOTWAY RELAY	Finchley Lane – Worst Sections
249	FRIERN BARNET TOWN HALL	£24,500	CHIPPING BARNET	CARRIAGEWAY RESURFACING	St. Johns Avenue (Part Funding)
286	BARNET COLLEGE, RUSSELL LANE	£555,723.08	CHIPPING BARNET	CARRIAGEWAY RESURFACING; FOOTWAY RELAY & JUNCTION REDESIGN	Russell Lane Resurfacing & Footway Relay – Sections Between Gallants Farm Road & Church Hill Road
347	WHITE LION FOOTBALL GROUND, BURNT OAK BROADWAY	£85,000	HENDON	HIGHWAY IMPROVEMENTS INCLUDING PEDESTRIAN & LIGHTING WITHIN 1KM	To Be Determined
271	RAF HENDON	£10,000	HENDON	STREET SCENE IMPROVEMENTS	Colindale Avenue (Between Station & R/About)
24	PENTLAND CENTRE PLC	£50,000	FINCHLEY & GOLDERS GREEN	CARRIAGEWAY RESURFACING & FOOTWAY RELAY	Manor View & Squires Lane

Appendix B

Risk Assessment Form				
Scheme:	Planned Highway Maintenance Works			
Objective:	To undertake programmed maintenance work to preserve the asset, to provide a sustainable environment, to minimise cost over time, to add the community value to the network and contribute to safety improvements for example skidding resistance and riding quality.			
Risk Category	Description	Likelihood of not being met	Impact	Response
Strategic	NI's (National Indicators) targets to improve the condition of roads (NI 168/169).	L	H	Accept- Programmes objectives will help to meet NI targets.
	Corporate target to halt deterioration of condition of highway by eliminating backlog of repairs within specified period may not be met.	M	H	Exploit – An opportunity to improve traffic flows and/or reduce congestion by reviewing existing traffic calming measures Accept – All Funding sources including Transport for London and Neighbourhood Renewal Funding needs to be exploited, in addition to consideration of Prudential Borrowing.
Operational	Lack of forward planning and poor performing contractors may lead to delays in implementation and increased inconvenience to residents.	L	H	Reduce – Timely co-ordination with other works and notifications to TfL for impact on Trunk London Road Network and Strategic Road Network, early programming and use of project management system and on- site monitoring will reduce disruptions and delays to residents and road users during works by contractors.
Staffing & Culture	Staff may not be aware of targets and objectives	L	H	Reduce – Promotion and reinforcement of key objectives and corporate plan with all staff
Financial	Inability to maintain works within allocated budget.	L	H	Reduce – Procedures and monitoring in place to ensure that works are carried out to ensure value for money in the long term and minimise risks of financial irregularities.
Compliance	Work outside relevant Legislation and council policies	L	H	Reduce – Procedures in place to audit safety of works and current legislation adhered to and ongoing monitoring.

Key to risk or impact H=high M=Medium L=Low

PROVISIONAL DRAFT BUDGET 2008/09			PROJECTED EXPENDITURE IN THE REPORTS					
Budget Source	Description	Total Estimate	Chipping Barnet	Finchley & Golders Green	Hendon	To Be Allocated	Total	Comments
TfL 2007/08 programme:								
	Carriageway Resurfacing Principal Roads	£651,200	£0	£0	£651,200	£0	£651,200	A5 West Hendon Broadway (Garrick Road to A504 Herbert Road - S/B Lane); A5 Burnt Oak Broadway (Bacon Lane to Montrose Avenue)
Total Funds from TfL		£651,200	£0	£0	£651,200	£0	£651,200	
Capital: Prudential borrowing								
	Carriageway Resurfacing	£1,000,000	£340,000	£328,000	£332,000	£0	£1,000,000	
	Footway Relay	£1,000,000	£340,000	£328,000	£332,000	£0	£1,000,000	
	Town Centres and High Usage Footway Relay	£750,000	£0	£0	£0	£750,000	£750,000	Schemes to be determined
Total Prudential Borrowing		£2,750,000	£680,000	£656,000	£664,000	£750,000	£2,750,000	
Revenue:								
	Unclassified Road Network Carriageway Resurfacing	£810,628	£261,571	£312,057	£237,000	£0	£810,628	
	Residential Roads Footway Relay	£758,800	£261,571	£291,829	£205,400	£0	£758,800	
Total Revenue		£1,569,428	£523,142	£603,886	£442,400	£0	£1,569,428	
Section 106 Schemes <i>(Subject to change)</i>		£963,024	£605,223	£130,559	£227,242	£0	£963,024	See Appendix A
Grand Total		£5,933,652	£1,808,365	£1,390,445	£1,984,842	£750,000	£5,933,652	

AGENDA ITEM: 11 Page nos. 32 - 37

Meeting Finchley & Golders Green Area Environment Sub-Committee

Date 10 March 2008

Local Safety Schemes Programme – 2008/09

Report of Cabinet Member for Environment & Transport

Summary **To agree the 2008/09 programme of local safety schemes**

Officer Contributors Mike Freestone, Director of Environment & Transport

Status (public or exempt) Public

Wards affected Woodhouse, West Finchley, Finchley Church End, Garden Suburb, East Finchley

Enclosures Appendix A –Risk Assessment report
Appendix B – List of Initially Identified Sites for Pedestrian Crossings and Wet Road Accidents

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, Highways Group 020 8359 7525

1. RECOMMENDATIONS

- 1.1 That the 2008/09 Local Safety Scheme programme be approved;**
- 1.2 That the Director of Environment and Transport be instructed to carry out the necessary works, including where necessary making Traffic Management Orders, to implement a number of safety related measures at various locations in Finchley & Golders Green, subject to all necessary funding being available.**
- 1.3 That any unresolved material objections to be dealt with following consultation with Ward Members by the Director of Environment and Transport under delegated powers in consultation with the Cabinet Member for Environment and Transport and the Chairman of this Sub-Committee.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 None

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The 'Traffic Management - Future Strategy' report approved by Cabinet on November 2002 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.
- 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 A risk assessment has been carried out and is attached as Appendix A.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The review and upgrade of safety measures will help to meet the local community's needs, and support vulnerable road users ensuring safer access to the public highway. Introducing measures that 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 The full allocation for Local Safety Schemes identified in the borough's Local Implementation Plan, including all associated works and fees is £800,000.
- 6.2 From this allocation, £237,500 has been earmarked for a number of measures to reduce injuries occurring in wet weather and at pedestrian crossing locations within the Finchley & Golders Green environment area.
- 6.2 There are no staffing, ICT, or property implications.

7. LEGAL ISSUES

- 7.1 None

8. CONSTITUTIONAL POWERS

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

9 BACKGROUND INFORMATION

- 9.1 The locations below have been identified where there have been a number of recorded personal injury accidents over the past three years (Appendix B). Measures have been agreed to be taken forward in consultation with Transport for London as outlined below:

9.2 Accidents on Wet Road Surfaces: budget £150,000

- 9.2.1 Reviewing accident statistics obtained from the Metropolitan Police, the Highways Group has initially identified a number of sites with a high proportion of incidents occurring in wet conditions. The list of sites is given in Appendix B.
- 9.2.2 These sites will be investigated, giving particular attention to existing road conditions as well as drainage, and to how to rectify the situation as appropriate.
- 9.2.3 Sites with similar accident characteristics will be added to the list throughout the year to ensure maximum use is if made of the allocated budget.

9.3 Accidents at Pedestrian Crossings: budget £87,500

- 9.3.1 Reviewing accident statistics obtained from the Metropolitan Police, the Highways Group has identified a number of pedestrian crossing sites where there is a high number the number of injuries. The list of sites is given in Appendix B.
- 9.3.2 Particular attention is being focused on locations where skidding had been identified as a contributory factor. It is proposed to review these sites and provide high friction surfacing material as well as other minor works that are identified during the inspections.
- 9.3.3 Sites with similar accident characteristics will be added to the list throughout the year to ensure maximum use if made of the allocated budget.
- 9.4 The measures to be progressed are generally small scale maintenance items ie. anti-skid resistance surfacing, dropped kerbs etc. There is no requirement to carry out a local consultation on these works which will be notified locally by means of street notices.

10 LIST OF BACKGROUND PAPERS

- 10.1 Summary of cluster sites with accidents on wet road surface.
Summary of accidents on wet road surface at selected sites.
Summary of pedestrian crossings with twice the borough average of rate of accidents.
LIP funding application 2008/09
- 10.2 Any person wishing to inspect these papers should telephone Neil Richardson on 020 8359 7525.

CFO: MG
Legal: JM

Appendix A

Scheme:	LOCAL SAFETY SCHEMES PROGRAMME 2008/09			
Objectives:	To reduce accidents and casualties, To improve traffic movements, To reduce congestion			
Risk Category	Description	Likelihood of not being met	Impact	Response
Strategic	Best Value Performance Indicators (BVPI) targets to reduce accidents and repair roads may not be met.	L	L	Accept – Scheme objectives will help to meet BVPI targets
	Corporate objective to repair roads and pavements may not be met	L	M	Accept – scheme will help to meet corporate objective
	Corporate reputation may be damaged	M	H	Reduce – Implementation Plan and good communication strategy will reduce public perception of delays due to any civil works.
Operational	Use of multiple contractors to carry out the various road works may cause confusion on-site, create delays and duplication of work. Costs may increase due to hold-ups by contractors.	L	H	Reduce – On-site supervision and forward planning and programming will reduce any issues from using contractors. Contingency plans will need to be in place to maintain the programme
Staffing & Culture	Lack of awareness of targets and objectives	L	H	Reduce – Regular promotion and communication of key objectives and corporate plan with all staff
	Implementation team with no clear objectives and identified roles	L	H	Reduce – clear management and leadership with good communication. Milestones identified and clear procedures for resolving issues in place
Financial	Unable to maintain works within allocated budget	L	H	Reduce – Procedures and monitoring in place to minimise risks of financial irregularities. Projections and constant supervision of works will identify any areas of concern regarding budgeting
Compliance	Work outside of relevant Legislation and Council policies	L	H	Reduce – Procedures in place to audit safety of works and current legislation adhered to. Regulations in place will identify H&S Issues with contractors and procedures are in place to rectify non-compliance.

Key: H = High, M = Medium, L = Low

Appendix B.

Code	Name	Form1	Location	Easting	Northing	Distance	Length /radius	Description of target accidents	Type of Proposal - description of remedial measures
BS\08\LSS\BNT.04	Mass action - pedestrian crossings	19	Regents Park Rd (nr Dollis Park)	525150	190640	100	L	Accidents at pedestrian crossings.	Provision/renewal of high friction surfacing on approaches, other adjustments (eg halo boards to belisha beacons, advance warning signage) if appropriate.
			Ballards La (nr Long La)	525520	191090	100	L		
			Finchley Rd (nr Willifield Way)	524810	189040	100	L		
			Finchley Rd (nr Hampstead Way)	524850	188610	100	L		
			High Road (nr Brompton Grove)	527270	189210	100	L		
Code	Name	Form1	Location	Easting	Northing	Distance	Length /radius	Description of target accidents	Type of Proposal - description of remedial measures
BS\08\LSS\BNT.05	Mass action - accidents on wet road surface	19	Woodhouse Rd (j/w Hilton Ave)	526980	191870	100	L	Accidents on wet road surface	Resurfacing/drainage improvements to improve run-off or provision of high friction surfacing as appropriate
			Hampstead La (j/w Bishops Ave)	526820	187540	100	L		
			Hampstead La (j/w Winnington Road)	526690	187410	100	L		
			Squires La (j/w Dickens/Glebe/Clifton)	526310	190790	175	L		
			Hendon La/Crooked Usage	524250	189840	100	L		
			A1000 High Road/ Derwent Cresc and Woodside La	526330	193170	100	L		

AGENDA ITEM: 12 Page nos. 38 - 44

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	10 March 2008
Subject	2008/2009 School Travel Plan – Implementation Works: Our Lady of Lourdes
Report of	Cabinet Member for Environment & Transport
Summary	To seek approval for the provision of engineering initiatives identified through the School Travel Plan (STP) process at Our Lady of Lourdes as part of the 2008/2009 STP Implementation Works.
Officer Contributors	Mike Freestone, Director of Environment and Transport
Status (public or exempt)	Public
Wards affected	Woodhouse Ward
Enclosures	Appendix A – Risk Assessment report Appendix B – List of proposed measures
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

Contact for further information: Mervyn Bartlett Environment and Transport 020 8359 3052, e-mail mervyn.bartlett@barnet.gov.uk.

1. RECOMMENDATIONS

1.1 That, subject to the funds being available, the Director of Environment and Transport be instructed to design and implement schemes to provide engineering measures at Our Lady of Lourdes School subject to:-

- i. the appropriate consultation with local residents/occupiers and the school community who are directly affected by the proposals, and with public transport operators and the emergency services;**
- ii. consultation with Ward Members; and**
- iii. any unresolved material objections being dealt with by the Director of Environment and Transport under delegated powers in consultation with the Cabinet Member for Environment & Transport and the Chairman of this Sub-Committee.**

2. RELEVANT PREVIOUS DECISIONS

2.1 Finchley and Golders Green Area Environment Sub-Committee 19 February 2002 decision number 7, 17 September 2002 decision number 5, and 2 December 2003 decision number 10 approving safer routes to school measures at various schools.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1** The Future Strategy for Traffic Management approved by Cabinet on 5 November 2002 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 Sustainable Community Strategy for Barnet 2006 – 2016 Action Plan identifies under the ambition of Growing Successfully – ‘Keep Barnet Moving’ to reduce the number of unnecessary journeys and level of traffic in the borough by encouraging more sustainable travel through Travel Plans.
- 3.3** The Council’s Corporate Plan 2007/8 – 2010/11 confirms the Council’s commitment to continue the programme to develop School Travel Plans for all schools by the Academic Year 2009/10.
- 3.4** The Borough’s adopted Unitary Development Plan (May 2006) indicates that the Council will seek to improve facilities for pedestrians, to reduce walking times, improve the pedestrian environment and to minimise the risk of accidents to pedestrians, with particular attention to those groups most likely to be at risk, such as the elderly, children and people with disabilities. The Council will encourage improvement of pedestrian facilities for crossing roads, at public transport interchanges and in shopping streets. (Policy M6.2). It also states that the pedestrian environment is important to the quality of life of

those who live and work in the Borough, in particular those who do not have access to a car or who have mobility problems. (Paragraph 6.1).

4. RISK MANAGEMENT ISSUES

- 4.1 A risk assessment has been carried out for the scheme and is attached as Appendix A.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The introduction of the engineering measures will help to meet the local community needs, and support vulnerable road users to have safer access to the public highway.
- 5.2 The design of crossing points will include tactile paving which directly benefit road users who are blind or visually impaired.

6. FINANCIAL, STAFFING, ICT AND PROPERTY IMPLICATIONS

- 6.1 Transport for London (TfL) has allocated a total of £79,000 in the form of a grant for various measures to promote STP engineering works within the 2008/09 financial year.
- 6.2 The cost of the schemes for Our Lady of Lourdes School recommended in this report is approximately £7,000 (including fees).
- 6.3 Members are requested to approve the action recommended in this report that commits approximately £7,000.
- 6.4 The remainder of TfL's grant has been allocated for schemes in Hendon and Chipping Barnet Areas.

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.

9 BACKGROUND INFORMATION

- 9.1 Central Government requires all schools to prepare a STP by 2010, and officers from the Highways Group are working closely with education colleagues to deliver this target.

- 9.2 A TfL requirement for approval of grant funding, is that schools must develop and implement a School Travel Plan. This plan looks at how children travel to school, seeks to reduce the 'school run' and improve safety on the journey to and from school. This is in line with the Council's objective on school travel.
- 9.3 Our Lady of Lourdes has been identified for inclusion in the STP Engineering Works programme for 2008/09 has a valid School Travel Plan which was approved in March 2006 and reviewed in March 07. Any physical measures required near or on the routes to and from the schools have been identified as part of their plan and are listed in Appendix B.
- 9.4 These measures, subject to feasibility design work, will help to reduce congestion in and around the vicinity of the school by reducing the amount of traffic travelling on the 'school run'. Officers will work with the appropriate personnel at the school to monitor changes to travel modes used by pupils.
- 9.5 The effectiveness of the School Travel Plan will be monitored by looking at the changes in pupil travel choices (modal shift) on an annual basis through whole school surveys asking how children travel to school.
- 9.6 Schools currently completing School Travel Plans are entitled to additional funding from Central Government to introduce measures within the school which would help implement and sustain the School Travel Plan. Typically the funding is around £5,000 for primary schools and £10,000 for secondary schools.
- 9.7 Public consultation will be carried out with residents/occupiers who are directly affected by the proposals, the emergency services, public transport operators and Ward Members. It is recommended that after consultation with the Ward Members any unresolved material objections are dealt with by the Director of Environment and Transport using delegated powers, in consultation with the Chairman of this Sub-Committee and the Cabinet Member for Environment & Transport.
- 9.8 The opportunity will be taken at scheme locations to carry out other maintenance and enhancement works to the physical fabric of the public highway at the same time, to present an overall improvement, as well as minimising overall inconvenience to residents and local occupiers. Where appropriate, proposals will also be examined to ensure they complement and enhance the work being undertaken to make public transport more attractive to use and to further other policy priorities. This is in line with the Future Strategy for Traffic Management approved by Cabinet on 5 November 2002.
- 9.9 Members are requested to approve the action recommended in this report which commits approximately £7,000.

10 LIST OF BACKGROUND PAPERS

- 10.1 School Travel Plan and Review – Our Lady of Lourdes School
- 10.2 Any persons wishing to inspect the background papers listed above should telephone 020 8359 3052, e-mail mervyn.bartlett@barnet.gov.uk.

Legal: JM
CFO: MG

Risk Assessment Form				
Scheme:	Pedestrian improvements for STP engineering works at Our Lady of Lourdes			
Objective:	To improve pedestrian safety walking to school. To reduce congestion caused by the 'school run'			
Risk Category	Description	Likelihood of not being met	Impact	Response
Strategic	Best Value Performance Indicator (BVPI)/National Indicator (NI) target to reduce accidents may not be met	L	L	Accept – Scheme objectives will help to meet BVPI/NI targets
Operational	Use of contractors to carry out works may lead to delays in implementation due to programming	L	M	Reduce – On-site supervision and early programming will reduce any issues from using contractors.
Staffing & Culture	Staff may not be aware of targets and objectives	L	H	Reduce – Promotion and reinforcement of key objectives and corporate plan with all staff
Financial	Inability to maintain works within allocated budget.	L	H	Reduce – Procedures and monitoring in place to minimise risks of financial irregularities.
Compliance	Work outside relevant Legislation and council policies	L	H	Reduce – Procedures in place to audit safety of works and current legislation adhered to and managed.

Key to risk or impact H=high M=Medium L=Low

School	School Travel Plan Targets	Scheme Cost (£)	Proposed measures
<p>Our Lady of Lourdes</p>	<p>Objectives</p> <ul style="list-style-type: none"> • To increase the number of pupils walking to and from school • To continue to reduce congestion at the school gates at peak times • To ensure that school gates remain clear of parked cars • To work towards making pedestrian journeys to school safer 	<p>£7K</p>	<p>Squires Lane/ High Road</p> <ul style="list-style-type: none"> • Introduction of pedestrian phase to traffic signals subject to the result of feasibility. <p>N.B. Feasibility work for the introduction of a pedestrian phase to traffic signals to be conducted during 07/08, as agreed in Finchley and Golders Green Area Environment Sub-Committee of 7 June 2007, to ensure no reduction in capacity at the junction.</p>

AGENDA ITEM: 13 Page nos. 45 - 50

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	10 March 2008
Subject	Additional Vehicle Activated Speed Sign – Dunstan Road NW11
Report of	Cabinet Member for Environment & Transport
Summary	To advise the Sub-Committee of the results of investigations into the provision of an additional Vehicle Activated sign in Dunstan Road NW11
Officer Contributors	Mike Freestone, Director of Environment & Transport
Status (public or exempt)	Public
Wards affected	Childs Hill Ward
Enclosures	Appendix A: Drawing No. 60456, Appendix B: Drawing No. 60456A
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

Contact for further information: Neil Richardson, Acting Principal Engineer Tel: 020 8359 7525

1. RECOMMENDATIONS

- 1.1** That, should the Sub-Committee agree to the placement of an additional vehicle-activated sign in Dunstan Road, the Director of Environment and Transport be instructed to implement the necessary works, to introduce the sign, subject to:-
- i** funds being available;
 - ii** appropriate consultation with local residents/occupiers directly affected by the proposals, public transport operators and with the emergency services;
 - iii** consultation with Ward Members; and
 - iv** any unresolved material objections being dealt with following consultation with Ward Members by the Director of Environment and Transport under delegated powers in consultation with the Cabinet Member for Environment and Transport and the Chairman of this Sub-Committee.

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 The Council's Traffic Management Budget for the implementation of traffic management measures at locations not included within the Council's main capital programme initiatives is allocated for division between the areas served by the three Area Environment Sub-Committees. This budget has been allocated accordingly and as such there is no remaining provision within the 2007/2008 funding allocation for an additional Vehicle Activated sign in Dunstan Road.
- 6.2 The estimated cost of £4,000 can be met from S.106 funding received as a Highway Contribution received for the development of the Matilda Marks School site located at 779/783 Finchley Road NW11.

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

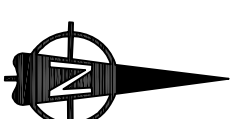
- 9.1 As a result of requests for traffic management measures to be investigated to address the high level of personal injury accidents in Dunstan Road NW11, the meeting of this Sub-Committee on 7 June 2007 approved the introduction of a Vehicle Activated sign in the vicinity of No. 60 Dunstan Road addressing westbound speeding traffic. Work to introduce this sign is progressing and is expected to be in-situ at the time of this meeting. Drawing No. 60456 attached as Appendix A details the location of this sign.
- 9.2 The consultation feedback also requested consideration to be given to the provision of an additional Vehicle Activated sign for eastbound traffic.
- 9.3 Members of this Sub-Committee requested an investigation into the provision of a second vehicle Activated sign for westbound traffic in Dunstan Road between Hodford Road and Finchley Road, drawing No. 60456A attached as Appendix B indicates a suggested location, and to report back to this meeting.
- 9.4 Speed surveys carried out in this section of Dunstan Road in November 2007 indicated eastbound and westbound 85%ile speeds of 29.2 and 30.6 mph respectively. These survey results would suggest that speed is not a key concern on this road where the maximum speed limit is 30mph. Furthermore, speed has not been identified as the main causation factor in the personal injury accidents that have occurred at the Hodford Road junction. The Police record them as being caused through failure to give way. As there is no identifiable speed issue and with a lack of speed-related accidents, assessing the suitability for measures under the Council's current agreed criteria would not justify further action in this length of road.
- 9.5 Should Members decide to implement a sign as outlined in 9.1 above, funding is available from a S.106 contribution received in respect of the development of the Matilda Marks School.

10 LIST OF BACKGROUND PAPERS

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

CFO: MG
Legal:JM

NOTES:

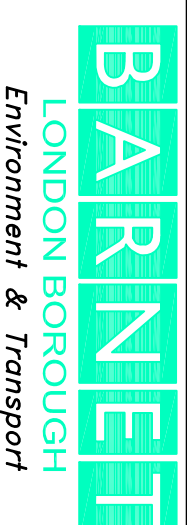


*Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
London Borough of Barnet LA086290 1997.
Licence No. 100017674*

Revision and Date	Description	Initial

Michael Freestone, BA, IEng, FIHE, FHT
Director of Environment and Transport

London Borough of Barnet,
Building 4
North London Business Park
Oakleigh Road South
London N11 1NP
Tel. (020) 8359 2000



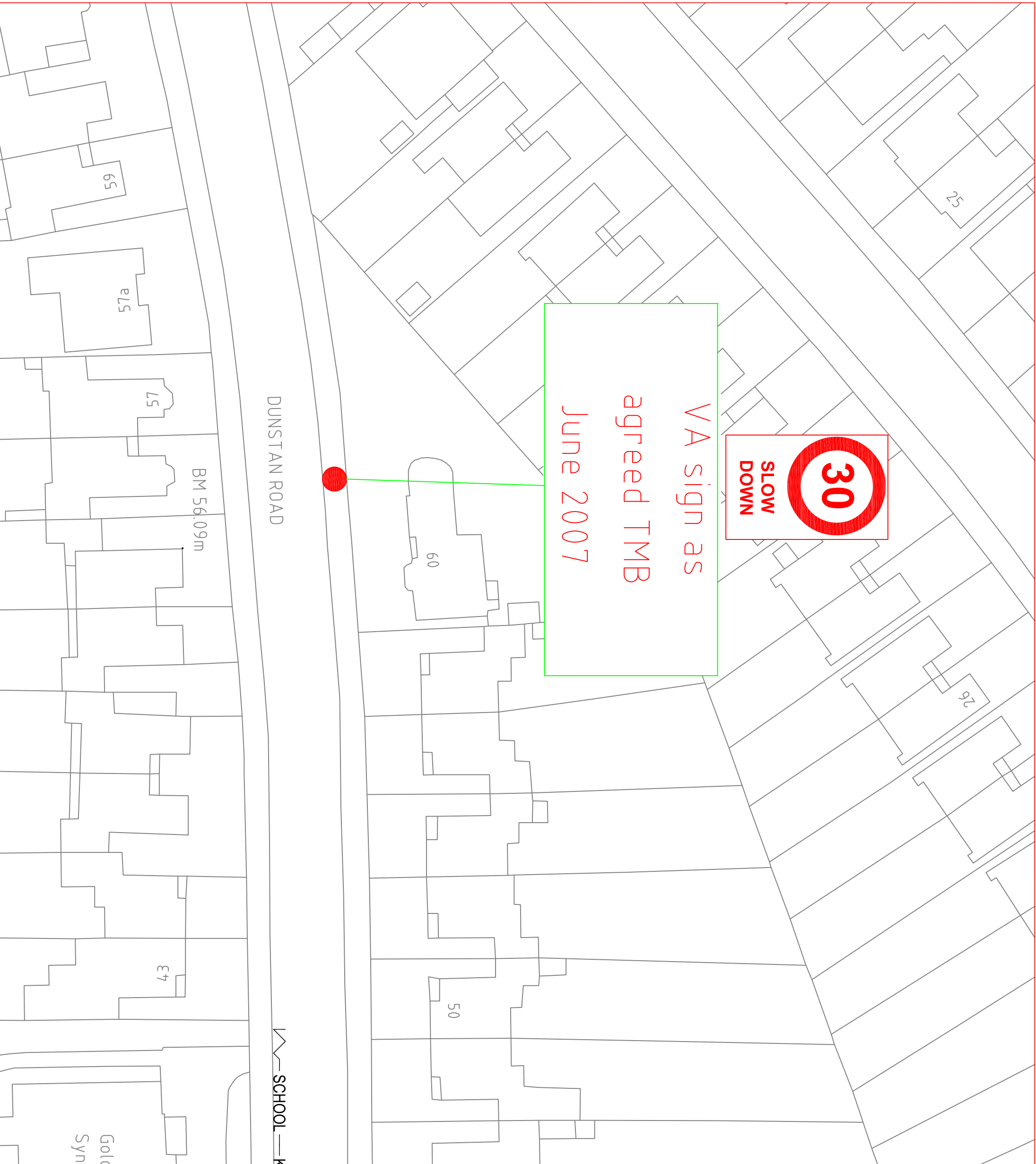
SCHEME:
Traffic Management Measure

2007-2008

TITLE:
Dunstan Road
Proposed
Vehicle Activated Speed Warning Sign

Scales:	NTS	Date:	25/01/2007
Initiated:	NK	Drawn:	MF
DRAWING NO.:	60456 Rev 1		

Acad Ref.



NOTES:

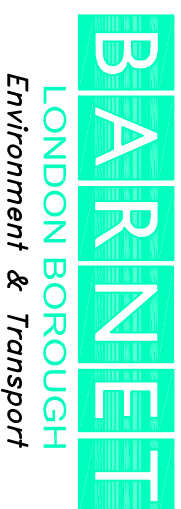


*Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
London Borough of Barnet LA086290 1997.
Licence No. 100017674*

Revision and Date	Description	Initial

Michael Freestone, BA, IEng, FIHE, FIHT
Director of Environment and Transport

London Borough of Barnet,
Building 4
North London Business Park
Oakleigh Road South
London N11 1NP
Tel. (020) 8359 2000

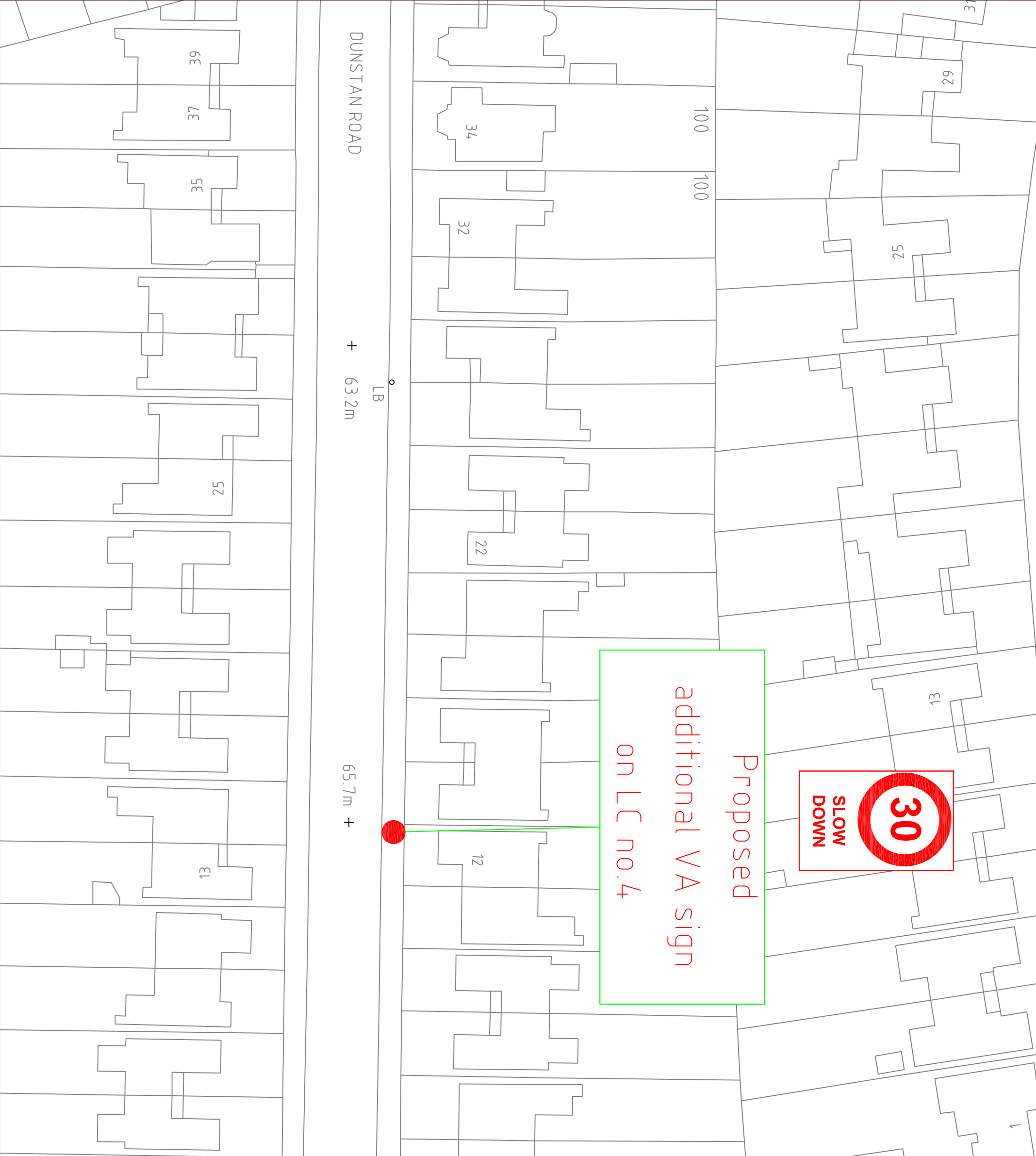


SCHEME:
Traffic Management Measure

2007-2008

TITLE:
Dunstan Road
Proposed
Vehicle Activated Speed Warning Sign

Scales:	NTS	Date:	24/01/2008
Initiated:	MF	Drawn:	MF
DRAWING NO.:	60456A		
Acad Ref.	-		



AGENDA ITEM: 14 Page nos. 51 - 54

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

Contact for further information: Neil Richardson, Acting Principal Engineer Tel: 020 8359 7525

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
