

**AGENDA ITEM: 9** Page nos. 11 - 15

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Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	10 March 2008
<b>Subject</b>	<b>Ranulf Road and Lyndale NW2 – 20 mph. speed limit</b>
Report of	Cabinet Member for Environment & Transport
Summary	<b>To introduce a 20 mph speed limit along Ranulf Road and Lyndale NW2.</b>
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**

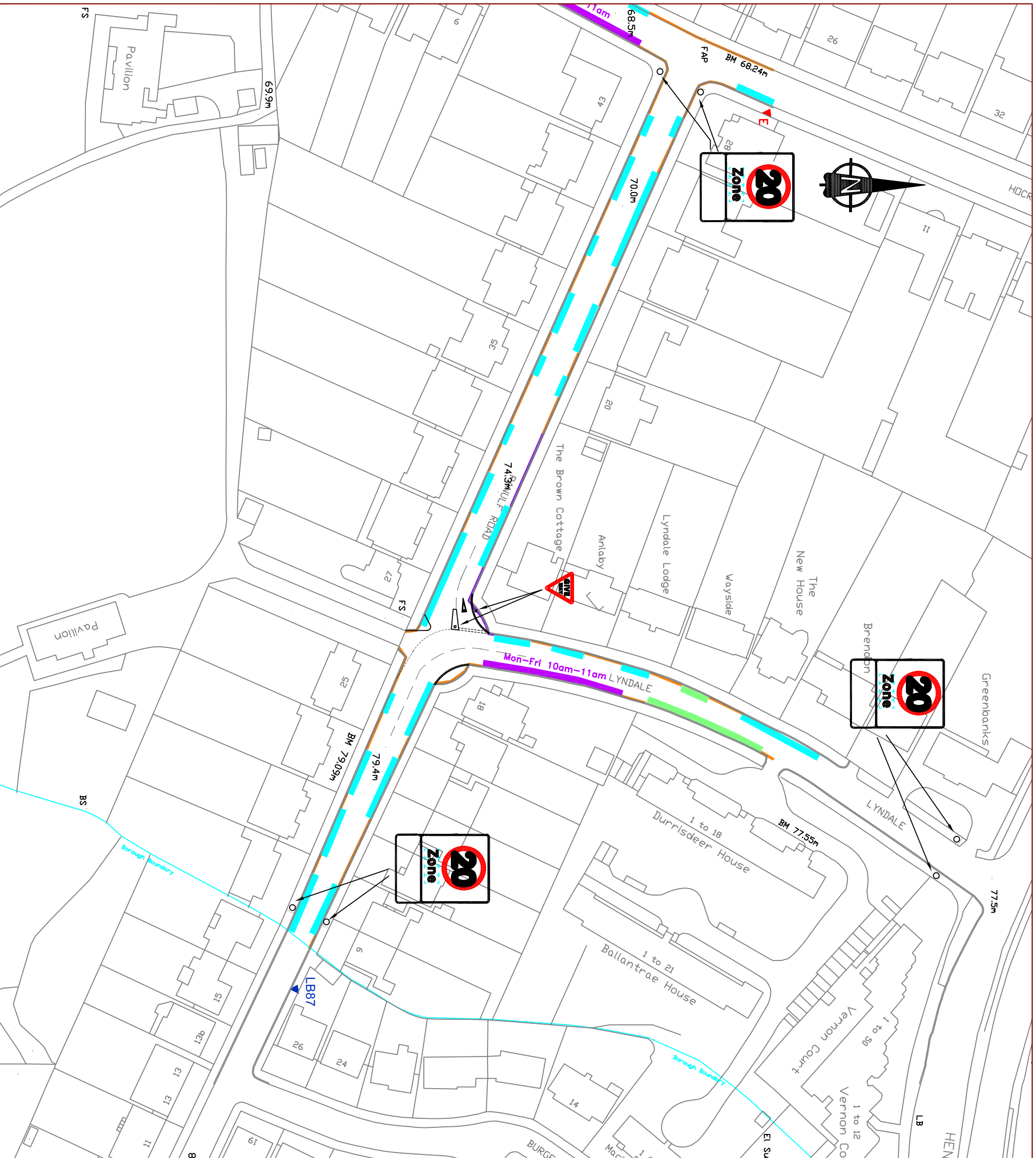
- 9.1 Requests have been received from residents in the area and supported by local ward councillors, for traffic management measures to be investigated to address perceived speeding issues, especially along Ranulf Road.
- 9.2 Following a number of meetings between resident representatives, elected members 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



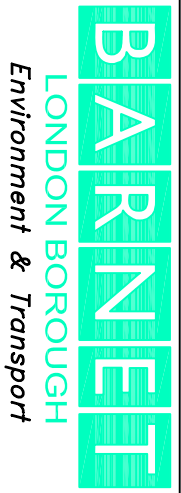
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Revision and Date	Description	Initial

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**SCHEME:**  
TMB  
Ranulf Road

**TITLE:**  
Traffic Calming Measures Give Way

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

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