

SUB-COMMITTEE
FINCHLEY & GOLDERS GREEN AREA ENVIRONMENT

DATE AND TIME

THURSDAY, 19 JUNE 2008 AT 7.00 PM

VENUE

**BARNET HOUSE, 1255 HIGH ROAD,
WHETSTONE, N20 0EJ**

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 (Dean Cohen) Geof Cooke (Anne Hutton)
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

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

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AGENDA ITEM: 6 Page nos. 1 - 4

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	19 June 2008
Subject	Member's Item – Parking problems around Alyth Gardens, Dingwall Gardens and Hampstead Gardens
Report of Summary	Democratic Services Manager This report informs the Sub-Committee of a Member's Item and provides background to parking measures carried out to date.

Officer Contributors	Claire Mehegan, Democratic Services Officer Neil Richardson, Principal Engineer
Status (public or exempt)	Public
Wards affected	Garden Suburb, Golders Green, Childs Hill
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 Decisions of the Finchley and Golders Green Area Environment Sub-Committee of 29 June 2004, item 7 where it was resolved to investigate the introduction of a Controlled Parking Zone in the Temple Fortune Area.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

3.1 None in the context of this Report

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 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 11 pm. Any item received after 11 pm 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 Melvin Cohen has submitted a Member's Item in the following terms:

“Could the parking problems in the Alyth Gardens, Dingwall Gardens and Hampstead Gardens area generally be put as a members item to the next environmental sub committee...”

- 9.2 The Finchley and Golders Green Area Environment Sub-Committee on 29 June 2004 decided that Officers should investigate with a view to introducing a Controlled Parking Zone (CPZ) in the Temple Fortune area. Subsequently, after carrying out an informal consultation with the local population including residents, traders, educational and religious establishments, the Council in July 2005, approved the introduction of a new CPZ in the Temple Fortune area subject to a satisfactory statutory consultation on the agreed proposals.
- 9.3 On 14 July 2005 the Council carried out a statutory consultation on a Temple Fortune CPZ including the delivery of approximately 2600 consultation letters and plans.-
- 9.4 The Council duly authorised the implementation of the Temple Fortune Controlled Parking Zone with various modifications to the originally proposed scheme, including the omission of some initially identified roads, and changes to the existing pay and display parking places located in Finchley Road.
- 9.5 Following public notification of this decision, a petition with approximately 1000 signatures was received from the Hampstead Garden Suburb Resident Association (HGSRA) requesting that the Council suspend the implementation of the CPZ in certain roads because many people were against the scheme.
- 9.6 Subsequently it was agreed in February 2006 to continue with the introduction of the CPZ for the reasons previously stated but with some notable modifications, which were to extend the hours of operation of the controlled hours in Leaside Crescent, Temple Gardens and Saffron Close; with Sheridan Walk being excluded in its entirety from the scheme.
- 9.7 Due to the modifications made and the evident changing opinions on details relating to the CPZ from members of the community and Councillors alike, it was decided operate the CPZ under experimental TMOs from 20th February 2006.
- 9.8 In June 2006 a consultation-based review took place where approximately 2606 questionnaires were delivered throughout both the CPZ and those roads which lay outside but had been consulted previously.
- 9.9 Having reviewed the scheme following its implementation and given very careful consideration to all comments and objections received, with particular regard to those received as a result of the questionnaire survey and the advertising of the experimental TMOs, it was considered that the principles of

the introduction of the scheme were justified and that it should be made permanent. In making this decision the Council's view was, that it is inevitable that the introduction of parking restrictions, either localised or on an area wide basis will not please all sections of the community but it was considered that the benefits of the scheme that had manifested themselves through the responses from the consultation and the evident traffic management improvements in the area outweighed the disadvantages that may be experienced by some members of the community. The Temple Fortune Controlled Parking Zone was therefore made permanent on 27 May 2007

- 9.10 Throughout the lifetime of the CPZ from its original conception to permanent establishment there was a known support for restrictions to be introduced into those roads that lay to the east of Finchley Road known as 'The Gardens', namely Clifton Gardens, Forres Gardens, Hampstead Gardens, Dingwall Gardens and Alyth Gardens. The roads are all cul-de-sacs with residents parking provided throughout on both sides operational between 9.30am and 6pm on Mondays to Fridays and 2pm to 6pm on Saturdays. Their junctions with Finchley Road are subject to 'at any time' waiting restrictions.
- 9.11 Both during the initial stages of the CPZ and since it was made permanent, officers have not been made aware of any significant levels of discontent from residents of these roads concerning the current parking layout, nor from traders in the vicinity whose clients may be deterred by the controls. This could be due to the location of the 'one hour' Golders Green CPZ located immediately to the west of Finchley Road that allows for a significant amount of free parking through its provision of free parking bays and restrictions on residents bays only applying between 11am and midday on Mondays to Fridays.
- 9.12 The Council has an established programme of reviewing its CPZs. The opportunity is given, via a questionnaire, delivered to all properties within a CPZ which allows occupants the opportunity to inform the Council of their views and what changes they might wish made. The Temple Fortune CPZ is currently programmed for review in 2009-10

10. LIST OF BACKGROUND PAPERS

- 10.1 Email from Councillor Melvin Cohen dated 18 April 2008.
- 10.2 Any person wishing to inspect the background paper above should telephone Claire Mehegan on 020 8359 2205.

Legal: JM
CFO: MG

AGENDA ITEM: 7 Page nos. 5 - 7

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	19 June 2008
Subject	Member's Item – Road Safety in Ashurst Road N12
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	Woodhouse, Coppetts
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 ' Barnet - A successful city-suburb', specifically 'Improving transport and infrastructure'.

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 11pm. Any item received after 11pm 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 Geoff Cooke has submitted a Member's Item in the following terms:

"I request a report on possible measures to improve road safety in Ashurst Road N12 particularly around the junction with Buxted Road. I understand that some residents may wish to speak on the matter."

- 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 Geoff Cooke dated 16 May 2008.
- 10.2 Any person wishing to inspect the background paper above should telephone Claire Mehegan on 020 8359 2205.

Legal: JM
CFO: JB

AGENDA ITEM: 8 Page Nos. 8 - 13

Meeting Finchley & Golders Green Area Environment Sub-Committee

Date 19 June 2008

Subject Local Safety Schemes Programme 2008/09

Report of Cabinet Member for Environment & Transport

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

Officer Contributors Mike Freestone, Director of Environment & Transport

Status (public or exempt) Public

Wards affected Childs Hill, East Finchley, Garden Suburb, Golders Green Ward, West Finchley, Woodhouse,

Enclosures Appendix A : Risk Assessment Report
Appendix B : Schemes Locations Details

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, Highways Group 020 8359 7525

1. RECOMMENDATIONS

- 1.1 That the 2008/09 updated Local Safety Scheme programme be approved as set out in Appendix B.**
- 1.2 That the Director of Environment and Transport be instructed to carry out the required works, including where necessary Traffic Management Orders, to implement safety related measures at the sites in question in Finchley and Golders Green, subject to 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 DECISION

- 2.1 Finchley and Golders Green Area-Environment Sub-Committee meeting of 10 March 2008, Decision No. 10. The 2008/09 Local Safety Scheme Programme was approved.

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 2008/09–2011/12 'improving transport infrastructure to maximise movement opportunities' 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 adopted 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 (LSS) identified in the Borough's Local Implementation Plan for 2008/09, including all associated works and fees is £800,000.
- 6.2 From this allocation, £155,000 is to be spent in Finchley and Golders Green. Details of schemes and locations can be found in Appendix B.
- 6.3 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 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 The Local Safety Scheme (LSS) programme was agreed by the Area Environment Sub-Committee on 10 March 2008 and £237,500 was allocated at that time for measures in the Finchley and Golders Green area.
- 9.2 The Committee was advised at the time that further sites would be identified in order to fully commit the LSS allocation. The council has been successful in bringing forward measures intended for 2008/9, which were implemented at the end of 2007/8; and details of schemes for 2008/9 have now been worked up in more detail. Consequently, the overall spending forecast for Finchley and Golders Green is to be amended as follows.

9.3 Accidents at Pedestrian Crossings: budget £60,000

- 9.3.1 Reviewing accident statistics obtained from the Metropolitan Police, the Highways Group initially identified a number of sites throughout the Borough with a high proportion of accidents occurring at pedestrian crossings. These sites have been investigated, giving particular attention to existing road conditions as well as drainage and improved as appropriate. The initial list was approved at the 10 March 2008 meeting of the Area Environment Sub-Committees.
- 9.3.2 Further sites with similar accident characteristics have now been identified and added to the original list of sites ensuring maximum use is made of the allocated budget. These sites are also detailed in Appendix B.
- 9.3.3 The schemes relating to points 9.3 and 9.4 above are generally small-scale maintenance items ie. anti-skid resistance surfacing, dropped kerbs etc. There are no plans to carry out any specific consultation on these works which will be notified locally by means of street notices.

9.4 Golders Green Gyratory Study: £45,000

- 9.4.1 The above scheme will aim to improve safety and reduce congestion at the junction of Golders Green Road, North End Road, and Finchley Road.
- 9.4.2 It is envisaged that design work only will be carried this financial year and that implementation will take place in 2009/10. Funding for the scheme will be re-profiled in discussion with TfL and included into the 2009/10 grant submission.

9.5 Localised LSS Measures: £50,000

- 9.5.1 Two locations have been identified in Finchley and Golders Green due to their higher than average recorded number of personal injury accidents over the past three years. Details of these locations can be found in Appendix B.

10 LIST OF BACKGROUND PAPERS

- 10.1 Accidents Statistics used to justify schemes.
- 10.2 Any person wishing to inspect the background papers listed above should contact Neil Richardson, Telephone :- 020 8359 7525.

Legal: JM
CFO: MG

Local Safety Schemes Risk Assessment

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	National Indicator (NI) and Local Performance Indicator (LPI) targets to reduce accidents and repair roads may not be met.	L	L	Accept – Scheme objectives will help to meet NI / LPI 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 ensure current legislation is 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.

Name	Location	Budget	Description of target accidents	Type of Proposal - description of remedial measures
Mass action - pedestrian crossings	Finchley Road North / Hallswelle Road	£60k	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
	A1000 High Road / Friern Watch Avenue			
	Fortis Green / Summerlee Avenue			
Junctions review	Golders Green Gyrotory	£45k	Rear end shunt and pedestrian accidents at junction	Complete review of junction operation to reduce congestion and accidents. Funds required to carry on the design exercise and consult over the proposal.
Localised Safety Measures	Ballards Lane / Christchurch Avenue / Alexandra Grove	£50k	General traffic accidents	Carriageway resurfacing, high friction surfacing, advance warning signs, junction controls.
	The Bishops Avenue / Deansway / Bancroft Avenue			

AGENDA ITEM: 9 Page nos. 14 - 21

Meeting Finchley & Golders Green Area Environment Sub-Committee

Date 19 June 2008

Subject 2008/2009 Traffic Management Budget – Tranche 1– Finchley & Golders Green Area

Report of Cabinet Member for Environment and Transport

Summary To agree an update to Members on this year’s Traffic Management Budget.

Officer Contributors Mike Freestone, Director of Environment and Transport

Status (public or exempt) Public

Wards affected All within the Sub-Committee Area

Enclosures Appendix A : Assessment Process
Appendix B : Stages 1 & 2 : Appraisal
Appendix C : Stage 3 : Assessment
Appendix D : Risk Assessment

For decision by Finchley & Golders Green Area Environment Sub-Committee

Function of Executive

Reason for urgency / exemption from call-in (if appropriate) N/A

Contact for further information: Neil Richardson, Highways Group 0020 8359 7525

1. RECOMMENDATIONS

1.1 That the Director will review requests for TMB Schemes and will present results in Tranche 2 in September 2008.

1.2 That the Director of Environment and Transport be instructed to inform those people who submitted requests for traffic management measures via letters, Members and Members of Parliament of the Sub-Committee's decisions.

2. RELEVANT PREVIOUS DECISIONS

2.1 Cabinet 22 July 2002, decision 6 - Assessment and prioritisation methodology for traffic management budget funded schemes approved.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

3.1 The 'Traffic Management - Future Strategy' report 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 has an ambition to keep Barnet moving.

3.3 The Council's Corporate Plan 2008/09 –2011/12 'improving transport infrastructure to maximise movement opportunities' confirms the Council's commitment to improve transport traffic flow and roads, to reduce journey times and improve reliability, to improve the transport infrastructure to maximise movement opportunities and to provide a Clean, Green, Safe environment by reducing serious and fatal Personal Injury accidents in road collisions.

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.

4. RISK MANAGEMENT ISSUES

4.1 A risk assessment has been carried out and is attached as Appendix D.

5. EQUALITIES AND DIVERSITY ISSUES

5.1 The planned programme will include consultation, investigation and design stages and this process is ultimately intended to enhance the quality of life for

all within the Borough. An open and fair consultation process will ensure the needs of all sections of the community are taken into consideration, whilst the investigation and design stages will involve the Council formulating solutions for all road users taking into account legislative and policy restrictions.

- 5.2 The outcomes of the consultation, investigation and design stages should result in a safer, more attractive area to live, work and visit, and provide an improved quality of service. However whether or not a scheme is introduced in any consulted area, all those originally consulted would be advised of the Council's decision.

6. FINANCIAL, STAFFING, ICT AND PROPERTY IMPLICATIONS

- 6.1 The budget for the implementation of traffic management measures at locations not included within the Council's main capital programme initiatives is £46,080 This is divided between the areas served by the three Area Environment Sub-Committees, providing £15,360 to fund schemes within the area served by this Sub-Committee.
- 6.2 Sixteen Schemes were under consideration (Appendix B) for the June committee report, however none of the schemes considered were identified as Traffic Management Budget candidates. Schemes either failed to meet the justified criteria or were identified for funding under alternative programmed works.

As there are no recommended schemes for consideration as part of this report, it is recommended that the revenue budget be retained for consideration by this Committee for Tranche 2 of Traffic Management Budget in September.

- 6.3 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 Requests for various traffic management measures have been received via letters, Members and Members of Parliament requesting traffic management schemes in the Finchley & Golders Green Area.
- 9.2 All the requests have been assessed for funding against the agreed assessment criteria in Appendix A. Appendix B, Appraisal, details the schemes that have failed to meet the requirements of Stages 1 and 2 of the

criteria together with the reasons why they are not recommended for funding and highlights those requests for schemes proceeding to Stage 3.

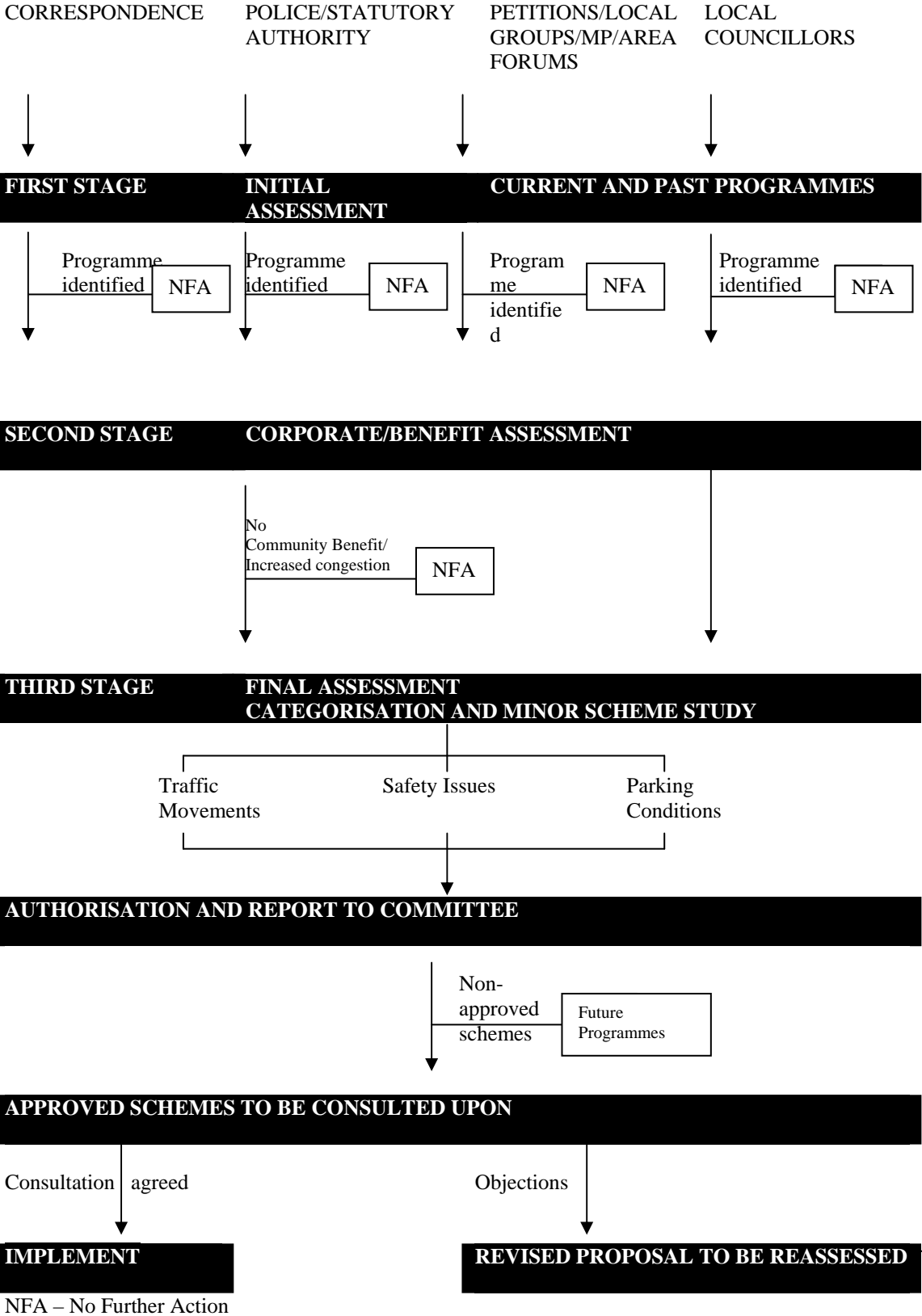
- 9.3 The Stage 3 Assessment is detailed in Appendix C to this Report. The Appendix sets out the level of justification for the schemes together with an officer recommendation for funding. No schemes have been recommended for Tranche 1.
- 9.4 Members are requested to approve the action recommended in Appendix C of this report.

10 LIST OF BACKGROUND PAPERS

- 10.1 Individual written requests for traffic management held on office files.
- 10.2 Various traffic surveys linked to above requests
- 10.3 Any persons wishing to inspect the background papers listed above should contact Neil Richardson, Telephone 020-8359 7874.

Legal: JK
CFO: MG

Traffic Management Assessment Process



Stage 1 & 2 (Appraisal)

TMB Ref	Location Requested	Ward	Traffic Management Requested	Identifier	Stage 1	Stage 2 Criteria						Recommended for Stage 3 Yes / No
						Corporate Plan- Personal Injury Accident (in the last 3 years)	Priority Group Yes / No	Route to/from school Yes / No	Community Benefit Yes / No	Effect- on Road Network Yes / No	Traffic Displacement Yes / No	
F&GG-1	Finchley Road between Church Walk & Briardale Gardens	Childs Hill	Zebra Crossing	Councillor	N	To be investigated as a Walking Scheme or A598 congestion Scheme.						N
F&GG-2	Finchley Road between Hoop Lane and about Ravenscroft Avenue	Garden Suburb	Vehicle Activated Sign	Councillor	N	To be investigated as a Walking Scheme or A598 congestion Scheme.						N
F&GG-3	Wildwood Road j/w Hampstead Way	Garden Suburb	Junction Safety Improvements	Resident	Y	Y(1)	N	N	Y	N	N	N
F&GG-4	Gresham Gardens j/w The Ridgeway	Childs Hill	Safety Measures - Mini Roundabout	Councillor	Y	Y(1)	N	N	Y	N	N	Y*
F&GG-5	Church Lane	East Finchley	Traffic Calming - Vehicle Activated Sign	Councillor	Y*	Y(3)	N	Y	Y	N	N	Y
F&GG-6	Oak Grove j/w Cricklewood Lane	Childs Hill	Traffic Calming Measures	Resident	Y	Y(5)**	N	Y	Y	Y	Y	Y
F&GG-7	Portsdown Avenue j/w Templars Avenue	Golders Green	Junction Improvements - Stop sign & Bollard	Resident	Y	Y(2)	N	N	Y	N	N	N
F&GG-8	Southway	Garden Suburb	Traffic Calming - Vehicle Activated Sign	Resident	Y	N	N	Y	Y	N	N	N
F&GG-9	Hampstead Way j/w Welgarth Road	Garden Suburb	Improvement of Pedestrian Crossing	Resident	Y	Y(1)	Y	Y	Y	N	N	Y
F&GG-10	Hampstead Way btw North End Road & Welgarth Road	Garden Suburb	Parking Restrictions	Resident	Y	Y(1)	N	Y	N	N	N	N
F&GG-11	Op. 1302 Finchley Road	Golders Green	Safety measures at Zebra Crossing	Resident	Y	N	N	N	Y	N	N	N
F&GG-12	Hendon Lane	Finchley Church End	Zebra Crossing	Resident	N	Zebra Crossing Recently provided in Hendon Lane						
F&GG-13	Eversleigh Road j/w Nether Street	West Finchley	Traffic Congestion - Kerb re-alignment	Resident	Y	N	N	N	N	N	N	N
F&GG-14	Squires Lane j/w Long Lane	West Finchley	Traffic Calming - Speed Limit Signage	Police	N	Proposed maintenance work in next 12 months. To be considered for Tranche 2.						N
F&GG-15	Holders Hill Road	Finchley Church End	Traffic Calming - Vehicle Activated Sign	Resident	N	Scheme introduced in the last 12 months.						N
F&GG-16	Beaufort Drive	Garden Suburb	Traffic Calming & no entry from North Circular	Resident	Y	Y(2)	N	Y	N	Y	Y	N
NOTE:	*As agreed by Cabinet (June 2002), all the requests from the CILrs should automatically go to the stage 3.											
	** More than 3 Personal Injury Accidents in the last 3 years											

Appendix C - Stage 3 Assessment							
TMB Ref	Location	Identifier	Proposal	Cost	Stage 2 Criteria met	Stage 3 Justification	Recommended for funding
F&GG-3	Oak Grove j/w Cricklewood Lane	Resident	Banning of right turn into B&Q	£3,500	Y	No	No. Congestion problem caused by High Volume Traffic flows. Personal Injury Accidents not relate to turning movements. 2 Pedestrian accidents - island in place deemed as adequate. 1 Motorcycle accident.
F&GG-4	Gresham Gardens j/w The Ridgeway	Councillor	Safety Measures - Mini Roundabout	£12,000	Y*	No	No. Not justified. Only 1 Personal Injury Accident recorded.
F&GG-5	Church Lane	Councillor	Traffic Calming Measures - Traffic Activated Sign	£3,500	Y*	No	No. Not justified speed survey recorded average 85th percentile speeds of 29mph. No personal injury accidents recorded as a result of speeding.
F&GG-9	Hampstead Way j/w Welgarth Road	Resident	Improvement of pedestrian crossing	£2,500	Y	No	No. No pedestrian personal injuries to justify.
* As agreed by Cabinet (June 2002), all the requests from the CILrs should automatically go to the stage 3.							

Appendix D

Risk Assessment				
Scheme:	Traffic Management Budget requests			
Objective:	To report requests made by public, members and other bodies. No schemes have been recommended for the June Committee Report.			
Risk Category	Description	Likelihood of not being met	Impact	Response
Strategic	Informing the public of decisions made by committee	L	H	Reduce – Approval of report will allow public to be informed
Operational	Processing of requests	L	M	Reduce – Report requests made by public
Staffing & Culture	Lack of awareness of targets and objectives	L	H	Reduce – Regular promotion and communication of key objectives and corporate values with all staff
Financial	Unable to maintain works within budget	L	L	Accept – No financial implications to this report
Compliance	Work outside of relevant legislation and Council policies	L	L	Accept – No work identified in this report.

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

AGENDA ITEM: 10 Page nos. 22 - 31

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	19 June 2008
Subject	2008/2009 School Travel Plan – Implementation Works: Brookland Infant and Junior Schools and Moss Hall Junior School
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 Brookland Infant and Junior Schools and Moss Hall Junior 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	Garden Suburb Ward, West Finchley 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: Ben Manku, Environment and Transport 020 8359 4503, e-mail ben.manku@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 Brookland Infant and Junior Schools and Moss Hall Junior 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 2008/9 – 2011/12 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 an additional £114,000 on top of the £79,000 reported in the March Area Environment Sub-Committees. This gives a total of £193,000 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 Brookland Infant and Junior Schools and Moss Hall Junior School recommended in this report is approximately £36,000 (including fees).
- 6.3 Members are requested to approve the action recommended in this report that commits approximately £36,000.
- 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 Brookland Infant and Junior Schools have been identified for inclusion in the STP Engineering Works programme for 2008/09. The Brookland Junior School Travel Plan was approved in March 2007 and the Brookland Infant School Travel Plan has been sent for approval to Transport for London in March 08. The Moss Hall Junior School Travel Plan was approved in March 06 and reviewed in June 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 £36,000.

10 LIST OF BACKGROUND PAPERS

- 10.1 School Travel Plans – Brookland Infant and Junior Schools, Moss Hall Junior School

10.2 Any persons wishing to inspect the background papers listed above should telephone 020 8359 4503, e-mail ben.manku@barnet.gov.uk.

Legal: JO'H

CFO: MG

Appendix A

Risk Assessment Form				
Scheme:	Pedestrian improvements for STP engineering works at Brookland Infant and Junior Schools and Moss Hall Junior School			
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	National Indicator (NI) target to reduce accidents may not be met	L	L	Accept – Scheme objectives will help to meet 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
Brookland Infant and Junior School	<p>Infants</p> <p>Objectives</p> <ol style="list-style-type: none"> 1. To increase the number of pupils and parents/carers walking all or part of the way to and from school 2. To provide resources to encourage parents and children to walk and cycle to school safely 3. For parents and children to feel safe when crossing the road at Ossulton Way <p>Targets</p> <ol style="list-style-type: none"> 1. To increase the number of children walking to and from school from 41% (108 pupils) to 47% (123 pupils) by 31st July 2008 2. To decrease the number of pupils travelling all the way to and from school by car from 37% (99 pupils) to 31% (85 pupils) by 31st July 2008 	£21K	<ul style="list-style-type: none"> • Junction of Hill Top and Brookhill Rise – revise measures in place to facilitate the location of the School Crossing Patrol to ensure a crossing point with clear site-lines - install dropped kerbs, revise parking restrictions, revise school keep clear markings, relocate grit box, revise guard rail provision • Brookland Rise – install additional school signage • Hill Top – review parking restrictions to allow traffic flow • Junction of Brim Hill and Ossulton Way – install zebra crossing at the location of the current island • Junction of Brookland Rise and A1- install footway to access bus stop

	<p>3. To increase parents' and carers' awareness of voluntary one way system along Hill Top by 23rd December 2008</p> <p>4. To employ a Crossing Patrol Officer by 30th September 2008</p> <p>Juniors</p> <p>Objectives</p> <ol style="list-style-type: none"> 1. Reduce the number of car trips made to the school at the beginning and end of the school day. 2. Encourage more walking and cycling to school. 3. To improve the safety of the immediate vicinity of the school for those walking and cycling. 4. Create or improve opportunity for children to become independent travellers. <p>Targets</p> <ul style="list-style-type: none"> • To increase the number of children who cycle to school from 0% to 5% by July 2008. • To increase the number of park and stride travellers from 16% to 21% - to park at least 		
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	<p>5 minutes away from school by January '08.</p> <ul style="list-style-type: none"> To remove the sand box and increase the barriers around the school gates, as well as extend the zig zag areas around the school entrance by July 2008. 		
Moss Hall Junior School	<p>Objectives</p> <ul style="list-style-type: none"> To continue to encourage children, parents and staff to walk to school and lead a healthy lifestyle and increase fitness To encourage 'all weather walking'. To contribute a greener environment To reduce the number of cars and congestion around the school area and grounds. To work alongside Barnet Council, community police officers and the local community to ensure there are safe routes to school for the children. <p>Targets To raise the number of children</p>	£15K	<ul style="list-style-type: none"> Junction of Essex Park with Nether Street – improve drainage by installing new gully, grating and inlet, realign kerb to improve sight lines, chamfer and cut back school fence line and extend footway to improve sight lines.

	<p>walking or cycling regularly to school by 10% over the next year, by March 2008</p> <ul style="list-style-type: none">• Juniors – from 60% 2007 to 70% 2008 <p>To reduce the number of children travelling to and from school by car by 10%, by March 2008</p> <ul style="list-style-type: none">• Juniors – from 22% 2007 to 12% 2008 <p>To increase the number of children travelling to and from school by parking and striding by 5%, by March 2008</p> <ul style="list-style-type: none">• Juniors – from 15% 2007 to 20% 2008		
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