

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.

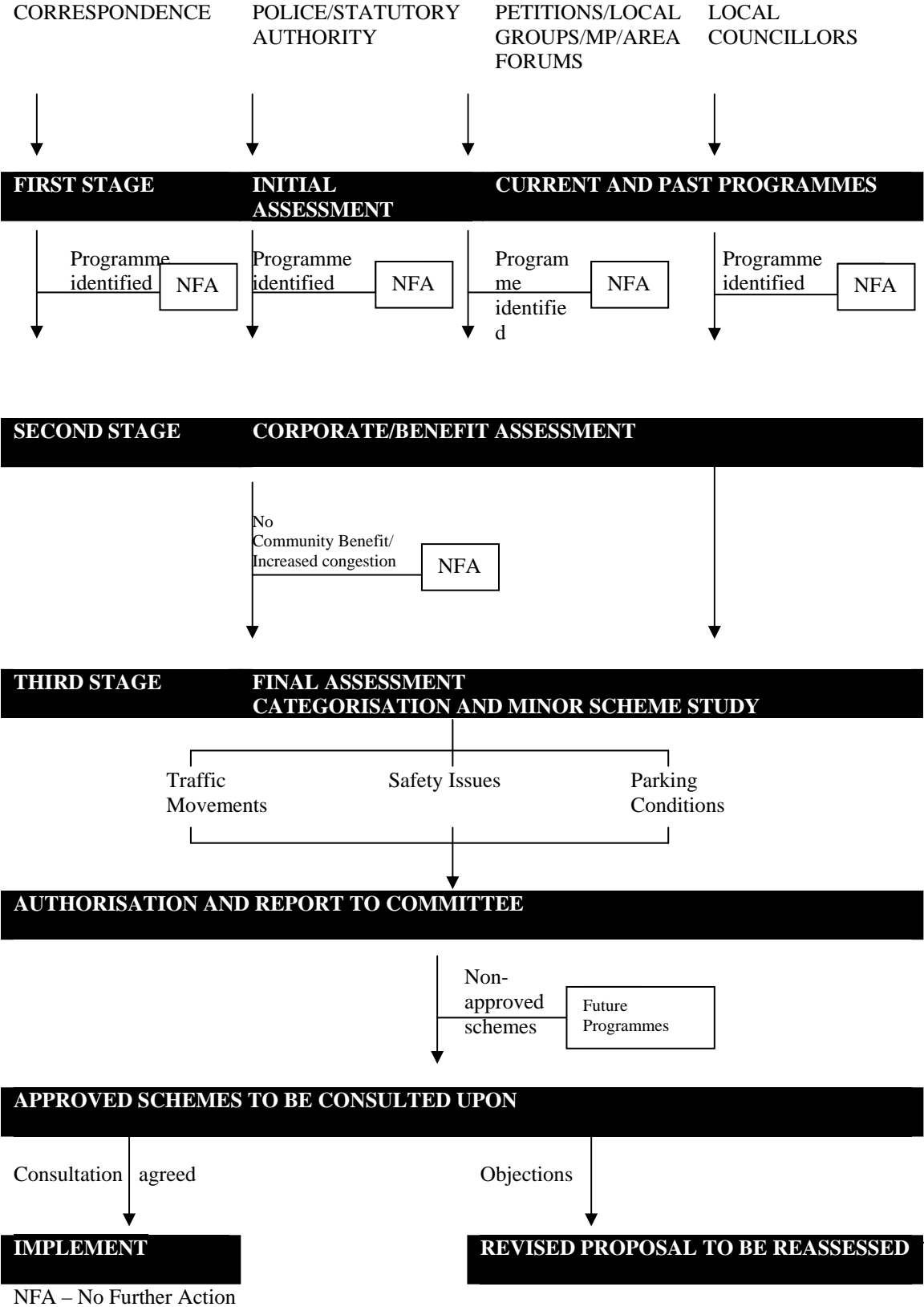
- 9.3 The Stage 3 Assessment is detailed in Appendix C to this Report. The Appendix sets out the level of justification for the schemes together with an officer recommendation for funding. No schemes have been recommended for Tranche 1.
- 9.4 Members are requested to approve the action recommended in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