

AGENDA ITEM: 10

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Meeting Finchley & Golders Green Area Environment Sub-Committee

Date 23 September 2008

Subject **2008/2009 Traffic Management Budget – Tranche 2– Finchley & Golders Green Area**

Report of Cabinet Member for Environment and Transport

Summary This report seeks to report on requests for schemes funded from 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, Telephone 0208 359- 7525

1. RECOMMENDATIONS

- 1.1 That it be agreed that there are no schemes contained within this report that justify funding from the Traffic Management Budget.**
- 1.2 That the Director of Environment and Transport be instructed to review future requests for TMB schemes and present results in Tranche 3 in December 2008.**
- 1.2 That the Director of Environment and Transport 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 item 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. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 The 2008/9 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 equally 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 Seven schemes were under consideration (Appendix B) for the September 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 unallocated budget of £15,360 be retained for consideration by this Committee for Tranche 3 of Traffic Management Budget in December.

- 6.3 There are no staffing, ICT or property implications, and consideration of possible measures demonstrates a commitment to listening to the community, and provides value for money by ensuring that limited resources are only directed to those locations where there is evidence of demand.

7. LEGAL ISSUES

- 7.1 None arise as a result of the actions proposed within this report.

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

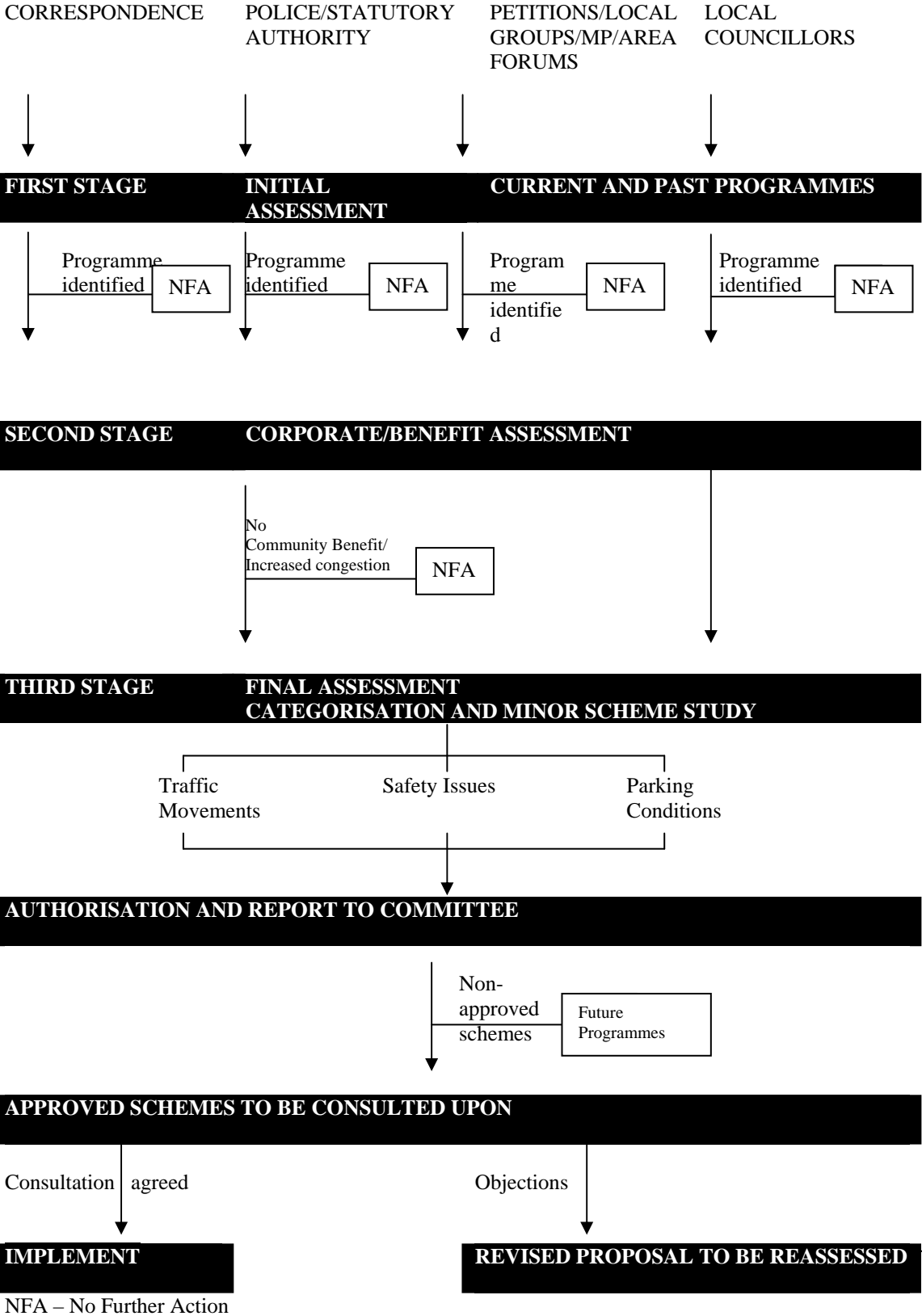
- 9.1 Requests for various traffic management measures have been received via letters, Members and Members of Parliament requesting traffic management schemes in the Finchley & Golders Green Area.
- 9.2 All the requests have been assessed for funding against the agreed assessment criteria in Appendix 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 2.
- 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 7525.

Legal: SCS
CFO: MG

Traffic Management Assessment



APPENDIX B

| 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 | Squires Lane j/w Long Lane | West Finchley | Vehicle Activated Sign | Police | Y | Y(2) | N | Y | N | N | N | N |
| F&GG-2 | Regent's Park Road | Finchley Church End | Pedestrian Crossing | Resident | N | To be investigated as part fo the STP programme for 09/10 | | | | | | N |
| F&GG-3 | Finchley High Road / Creighton Avenue / Park Road East | East Finchley | Junction Safety Improvements | Resident | Y | Y(4)** | N | N | N | N | N | N |
| F&GG-4 | Lullington Garth between Alexandra Grove and Frith Lane | West Finchley | Pedestrian Crossing | Councillor | Y* | Y(2) | N | Y | Y | N | N | Y* |
| F&GG-5 | Fortis Green / High Road / East End Road. | East Finchley | Vehicle Activated Sign & Change of flow direction | Resident | Y | Y(9) | N | N | Y | Y | Y | N |
| F&GG-6 | Pennine Drive | Golders Green | Traffic Calming Measures | Resident | Y | Y(3) | N | N | Y | N | N | N |
| F&GG-7 | Dollis Road | Finchley Church End | Pedestrian Crossing | Resident | N | To be investigated under the LBPN programme for 08/09 | | | | | | 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-4 | Lullington Garth between Alexandra Grove and Frith Lane | Councillor | Pedestrian Crossing | N/A | Y* | No | Site investigation indicated that there are sufficient number of crossing points along the route. There is no one location where pedestrian are crossing and not enough pedestrian personal injury accidents 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 Form | | | | |
|-----------------------------|---|-----------------------------|--------|--|
| Scheme: | Traffic Management Budget requests | | | |
| Objective: | To report requests made by public, members and other bodies. No schemes have been recommended for the September 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