

**SUB-COMMITTEE**  
**FINCHLEY & GOLDERS GREEN AREA ENVIRONMENT**

**DATE AND TIME**

**TUESDAY, 2 December 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)

Jeff Lustig, Director of Corporate Governance

Democratic Services contact: James Campbell, 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**

Barnet House 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 James Campbell 020 8359 2205. People with hearing difficulties who have a text phone, may telephone our minicom number on 020 8203 8942.

## 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	-	-
6.	MEMBERS ITEMS  <u>Council Functions</u>  None-  <u>Executive Functions</u>  <b>Reports of the Cabinet Member for Environment and Transport</b>	DCG	
7.	Hocroft Estate NW2 20 Mph Speed Limit	DET	1-6
8.	2008/2009 Traffic Management Budget – Tranche 3 Finchley & Golders Green Area	DET	7-15
9.	Ways to reduce traffic and make the Groves, NW2 safer (item referred back by cabinet)	DSM	16 - 23
10.	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: 7** Page nos. 1 - 6

---

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	2 December 2008
<b>Subject</b>	<b>Hocroft Estate NW2 – 20 mph. speed limit</b>
Report of	Cabinet Member for Environment & Transport
Summary	<b>To instruct the Director of Environment and Transport to carry out the necessary works, including Traffic Management Orders, to introduce a 20 mph speed limit on named roads within the Hocroft Estate 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_B
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 on an experimental basis a 20 mph speed limit on Ranulf Road, Lyndale, Hocroft Road, Farm Avenue, Hocroft Avenue, Harman Drive and Harman Close NW2 subject to:-**
- i all necessary funding being available;**
  - ii appropriate pre and post scheme implementation 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 to report back to this Committee in due course on the outcome of the review of the scheme; the report to include consideration of any unresolved material objections received as a result of the consultative processes undertaken following consultation with Ward Members and seeking a decision on whether the scheme should be made permanent or not, with or without modification.**

## **2. RELEVANT PREVIOUS DECISIONS**

- 2.1 Finchley and Golders Green Area Environment Sub-Committee ;10 March 2008, Decision 8 – That the item of Ranulf Road/Lyndale, NW2 – 20 Mph Speed Limit be deferred to a subsequent meeting to allow members of public time to prepare and to make requests to speak at that meeting.**

## **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 There is a possibility that the Police will not support the implementation of a 20 mph speed limit without supporting features on the public highway that encourage drivers to travel at lower speeds that are experienced currently. Their formal view is being sought and will be reported to the Members of this Committee on the night of the meeting. 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 A provision of £20,000 has been made within the Council's capital programme for traffic management measures associated with a reduced speed limit proposal for the Hocroft Estate.
- 6.2 Implementation and monitoring of the measures outlined in Section 9, and consideration of any further action that may be deemed necessary has been estimated at £20,000 and can be funded from the above allocation.
- 6.3 Cabinet Resources Committee on 25 February 2008 approved £20k of additional funding for Ranulf Road Highways Works

#### **7. LEGAL ISSUES**

- 7.1 The experimental traffic management order will be made under Section 9 of the Road Traffic Regulation Act 1984

#### **8. CONSTITUTIONAL POWERS**

- 8.1 Constitution Part 3 'Responsibility for Functions' Para 3.10 Area Environment Sub-Committees discharge Executive functions within the boundaries of their areas in accordance with council policy and within budget that relate to highways use and regulation, not the responsibility of the Council.

- 8.2 Constitution Part 3 Section 3 'Responsibility for Executive Functions' Para 3.6 Cabinet Resources Committee is responsible for capital and revenue finance, forecasting, monitoring, borrowing and taxation.

## **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 the through route formed by Ranulf Road, Hocroft Road and Farm Avenue.
- 9.2 The roads that comprise of the Hocroft Estate namely Ranulf Road, Lyndale, Hocroft Road, Farm Avenue, Hocroft Avenue, Harman Drive and Harman Close, are residential roads located within the Cricklewood Controlled Parking Zone that operates between 10am and 11am during Mondays to Fridays.
- 9.3 Following a number of meetings between resident representatives, elected members and council officers, various traffic management options were investigated, seeking to reduce traffic speed along Ranulf Road and a report was submitted to the 10 March 2008 meeting of this Committee when a proposal to change the priority at the junction of Ranulf Road and Lyndale was deferred to allow for further consultation with residents.
- 9.4 A public meeting took place on 3 June 2008 which resolved in the first instance that consideration should be given to the introduction of a 20mph speed limit that would encourage drivers to travel at lower speeds.
- 9.5 It was also concluded that in order to ensure the best possible outcome the lower speed limit should be introduced on an experimental basis and reviewed after 6 months to see whether it should be made permanent or not; having considered its effectiveness and any comments that may be received from the general public.
- 9.6 As part of the initial design process officers have met with a Metropolitan Police Service representative to explain the scheme that will involve a mixture of static signing on the boundary of the area identified in section 9.2 supported by vehicle actuated repeater signs at four locations on Ranulf Road and Farm Avenue. Detailed explanations of the scheme, including a statement of reasons as to why the Council intends to proceed experimentally and drawings of the area affected have been formally sent to the police for their comments and an update on their response will be made verbally on the night of this meeting.
- 9.7 The proposals are detailed on Drawing No.60462\_B attached in Appendix A to this report. The cost of the introduction of the measures and any subsequent action is estimated at £20,000 which includes design fees and allows for the traffic order making associated with the lower speed limit.

9.8 The intention is be to introduce the speed limit using an experimental traffic management order that will allow the Council to fully monitor and assess the effectiveness of the measures implemented. It is envisaged that a report on the outcome of the review will be submitted to this Committee in autumn of next year.

9.8 Members are requested to approve the measures detailed in this report.

## **10 LIST OF BACKGROUND PAPERS**

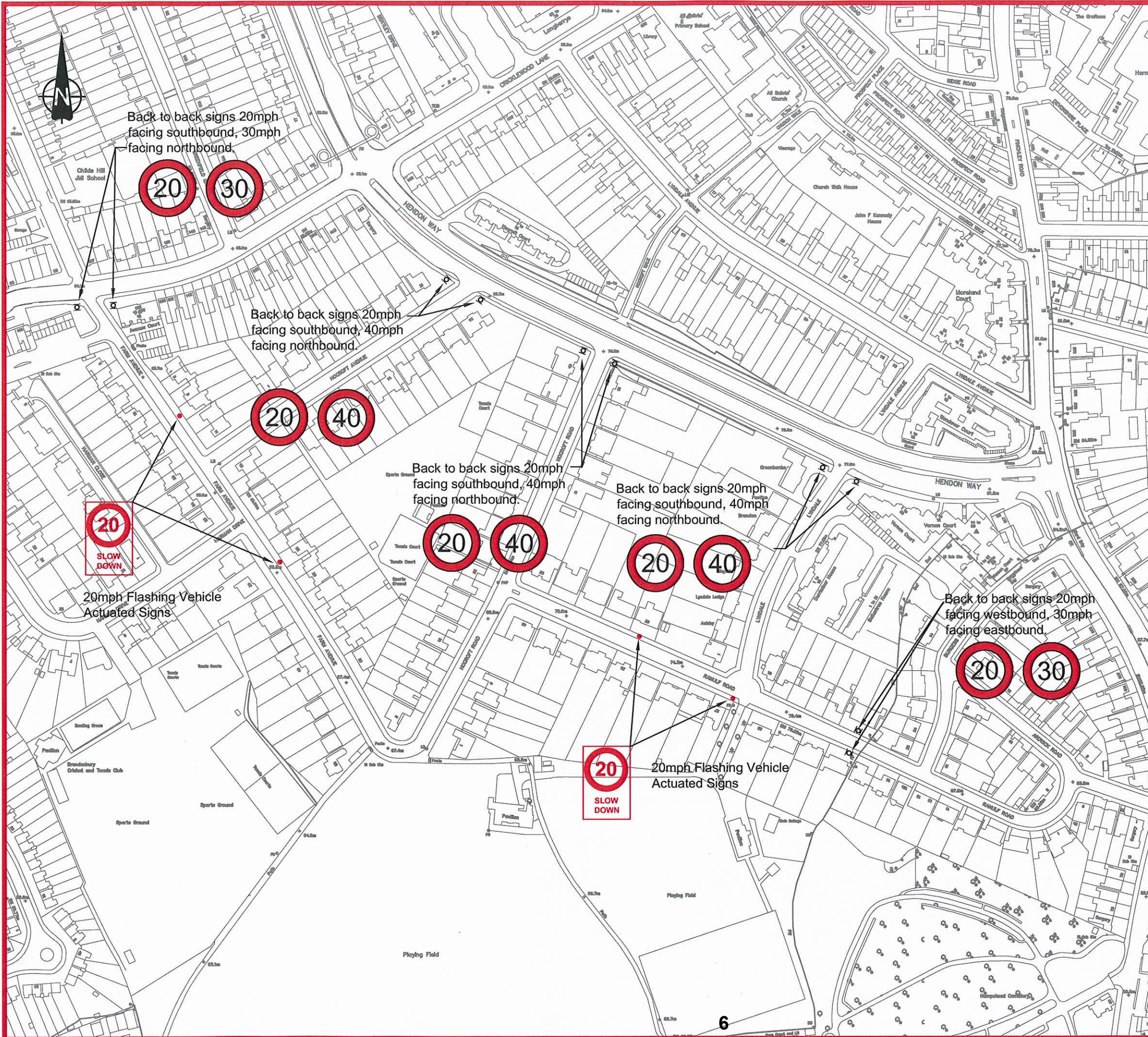
10.1 Correspondence held on file.

10.2 Any person wishing to inspect these papers should telephone 020 8359 7525.

CFO: MG  
Legal: SWS

---





NOTES:-

This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright and database right 2008. All rights reserved. London Borough of Barnet. Licence No.100017674.


Revision and Date	Description	Initial
-------------------	-------------	---------

Michael Freestone, BA, I. Eng, FIHE, FIHT  
Director of Environment and Transport

North London Business Park  
Oakleigh Road South  
New Southgate N11 1NP  
Tel. 020 8359 2000



DESIGN TEAM

SCHEME: HOCROFT ESTATE PROPOSED 20MPH SPEED LIMIT

TITLE: 20 MPH SPEED LIMIT INDICATIVE SIGN LOCATIONS

Scales: NTS Date: 31/10/08

Initiated: NR Drawn: JP Checked: NR

DRAWING NO: 60462\_B

Acad Ref.



**AGENDA ITEM: 8**                      Page nos. 7 - 15

---

**Meeting**                                      Finchley & Golders Green Area Environment Sub-Committee

**Date**    2 December 2008

**Subject**                                        2008/2009 Traffic Management Budget – Tranche 3– 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**                      Director of Environment and Transport

**Status (public or exempt)**                Public

**Wards affected**                              All within the Sub-Committee Area

**Enclosures**                                    Appendix A : Traffic Management Assessment  
 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 x 7525

## **1. RECOMMENDATIONS**

- 1.1 That the Director of Environment and Transport be instructed to implement the necessary works, including Traffic Orders, to introduce the traffic management measures prioritised in Appendix C of this report, 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.**
- 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. 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. No funds have been committed in either tranches 1 and 2 leaving the allocation untouched for this area.
- 6.2 The cost of the schemes recommended in this report is estimated at £15,360 which can be contained within the overall revenue budget allocation for this year. On-going costs relating to maintenance of the measures are reviewed annually along with similar measures as appropriate when assessing annual budget requirements and are confined to Highway Group activities. The introduction of the schemes will be facilitated by the employment of existing staffing arrangements.
- 6.3 The introduction of the measures will meet customer expectations, demonstrating a commitment to listening to the community, and provide value for money by reducing the probability of accidents and ensures that limited resources are only directed to those locations where there is evidence of demand.

## **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, 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.

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. The recommended schemes are:

- The Vale / Ridgeway – Kerb realignment
- Hampstead Way – Double bend warning signs
- Beaufort Drive – Layout review
- Finchley Road / Church Walk – Removal of central island

9.3 Detailed design of the measures will be progressed in discussion with local Ward Members prior to public consultation with residents/occupiers who are directly affected by the proposals, the emergency services and public transport operators. It is recommended any unresolved objections are dealt with by the Director of Environment and Transport under delegated powers in consultation with the Chairman of this Sub-Committee and the Cabinet Member for Environment and Transport following consultation with Ward Members.

9.4 Other appropriate maintenance and enhancement works to the physical fabric of the public highway at the recommended scheme locations will be carried out at the same time to maximise the benefit of the improvement and minimise any inconvenience to residents and local occupiers.

9.5 Members are requested to approve the action recommended in Appendix C of this report.

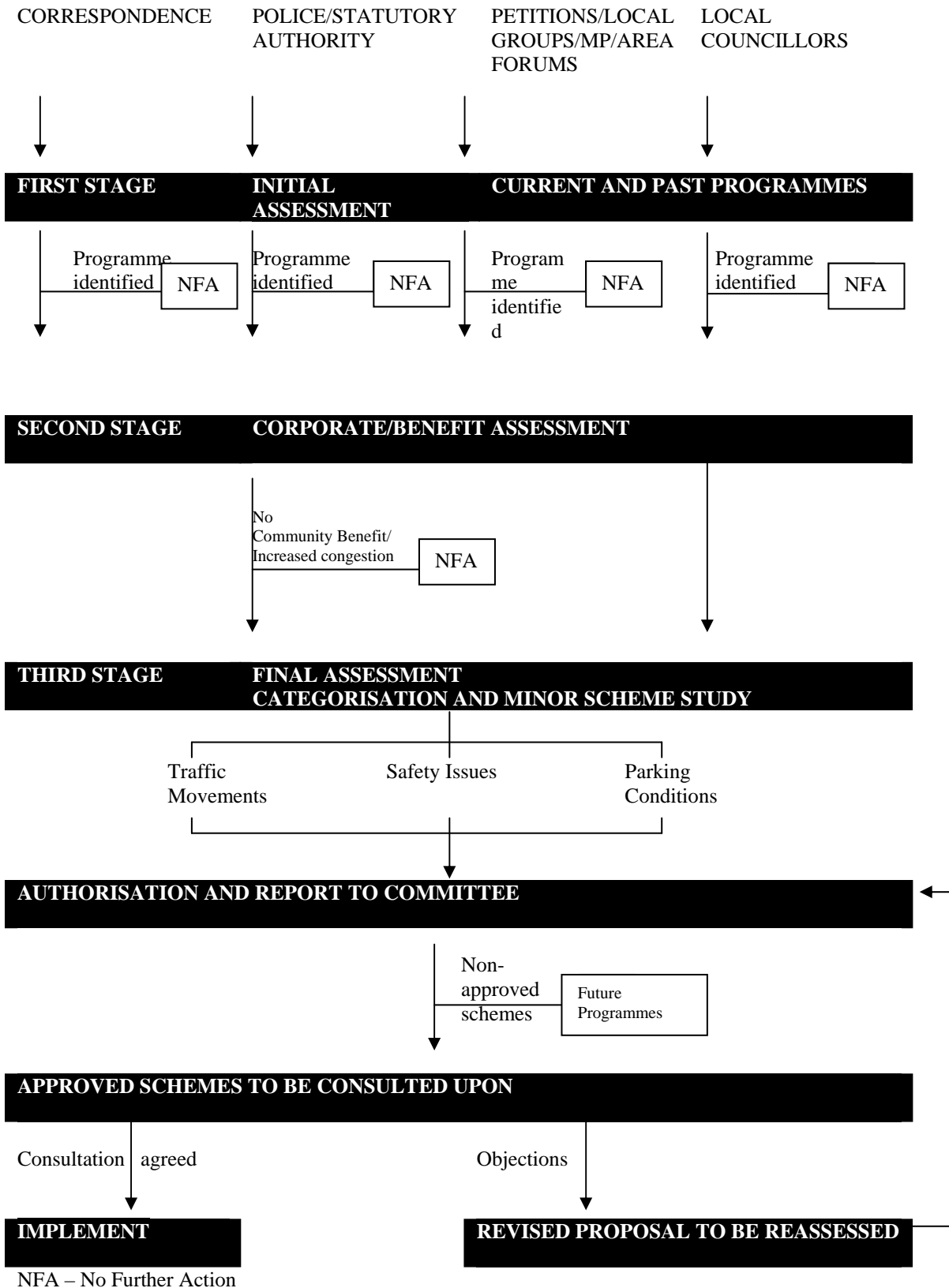


## **10 LIST OF BACKGROUND PAPERS**

- 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: SWS  
CFO: MG

# Traffic Management Assessment



**APPENDIX B**

TMB Ref	Location Requested	Ward	Traffic Management Requested / Issue	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	The Vale / The Ridgeway	Childs Hill	Kerb alteration	Cllr Susette and Monroe Palmer	y	n	n	n	y	n	n	y *
F&GG-2	Finchley Road near Hoop Lane	Gdns Suburb / Childs Hill	Congestion along Finchley Road northbound	Dr Rudi Vis MP	n	Scheme implemented in the last 12 months ( A598 congestion reduction measures)						n
F&GG-3	Crescent Road	West Finchley / Finchley Church End	Speeding	Dr Rudi Vis MP	y	n	n	n	n	n	n	n
F&GG-4	Lyndale Avenue	Childs Hill	Speeding	Mr Bradley Yam	y	n	y	n	n	n	n	n
F&GG-5	Torrington Park	Woodhouse	Speeding	Mr David A Cohen	y	n	n	n	n	n	n	n
F&GG-6	Hampstead Way	Gdns Suburb	Speeding / damage to parked vehicles	Mr Andrew Morgan	y	y / 1	n	n	n	n	n	y
F&GG-7	Beaufort Drive ****	Gdns Suburb	Junction safety	Mr Malcolm Davis	y	y / 2	y	n	y	n	n	y
F&GG-8	Finchley Road / Church Walk ***	Childs Hill	Congestion caused by traffic island outside "Leylands" by Church Walk.	Councillor Palmer and Mr Phil Bond (follow up from June Committee)	y	n	y	y	y	n	n	y *

\*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

\*\*\* follow up from June Committee. Item not to be progressed under A598 due to lack of funds and dealt with through TMB process

\*\*\*\* follow up from June Committee. Item re-investigated.

**NOTE:**

Appendix C - Stage 3 Assessment							
TMB Ref	Location	Identifier	Proposal	Cost	Stage 2 Criteria met	Stage 3 Justification	Recommended for funding
F&GG-1	The Vale / The Ridgeway	Clr Susette and Monroe Palmer	kerb alteration	£4,000	Y	Y	Yes, the kerb alteration will address ongoing maintenance problem.
F&GG-6	Hampstead Way	Mr Andrew Morgan	Supply and erect double bend warning signs	£2,500	Y	Y	Yes, the signs will reinforce awareness of double bend.
F&GG-7	Beaufort Drive	Mr Malcolm Davies	layout review	£4,860	Y	Y	Yes, design solution will aim to address safety concerns at the location.
F&GG-8	Finchley Road / Church Walk ...	Councillor Palmer and Mr Phil Bond (follow up from June Committee)	removal of central island	£4,000	Y	Y	Yes, island removal will improve traffic flow along Finchley Road. Pedestrian survey confirmed low usage. (PV2 = 0.29)
* As agreed by Cabinet (June 2002), all the requests from the CILrs should automatically go to the stage 3.							



## Appendix D

<b>Risk Assessment Form</b>				
<b>Scheme:</b>	Traffic Management Budget requests			
<b>Objective:</b>	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

**AGENDA ITEM: 9**

Page nos. 16 - 23

---

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	2 December 2008
<b>Subject</b>	<b>Item referred back by Cabinet - Ways to reduce traffic and make The Groves, NW2 safer</b>
Report of	Democratic Services Manager
Summary	To again consider this item and the recommendation which was referred back by Cabinet

---

Officer Contributors	Chidilim Agada – Senior Democratic Services Officer Ian Counce - Chief Highways Officer
Status (public or exempt)	Public
Wards affected	Childs Hill
Enclosures	Appendix 1 – Members Item Report to Finchley and Golders Area Environment sub-Committee of 23 September 2008 – The Groves
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: James Campbell, Democratic Services - Tel: 020 8359 2205

## **1. RECOMMENDATIONS**

- 1.1 That the Chief Highways Officer be instructed to**
  - (i) implement a 20mph speed limit in Ash Grove, Elm Grove, Oak Grove and Yew Grove, NW2**
  - (ii) erect signs indicating the 7.5 tonne weight limit on roads leading from Edgware Road/Cricklewood Broadway.**
- 1.2 That the measures proposed in 1.1 be authorised provided compensatory savings are identified from within the relevant budget provision for the ward in question.**

## **2. RELEVANT PREVIOUS DECISIONS**

- 2.1 Finchley and Golders Area Environment Sub-Committee – 23 September 2008 Decision No. 11 - the Chairman referred the Sub-Committee's decision to Cabinet.
- 2.2 Cabinet 23 October 2008 Decision No. 10 - that the report be referred back to the Finchley and Golders Area Environment Sub-Committee for further consideration on the basis that the measures proposed may be authorised provided compensatory savings are identified from within the relevant budget provision for the ward in question.

## **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 Members' Items allow members of the Sub-Committee to bring a wide range of issues to the attention of the Sub-Committee in accordance with the Council's Constitution.

## **6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)**

- 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 Constitution Part 3 - Responsibility for Functions, Paragraph 5.2 - a Chairman of an Area Sub-Committee may refer the Sub-Committee's recommendation to the parent committee.

## **9 BACKGROUND INFORMATION**

- 9.1 Councillor Monroe Palmer submitted a Member's Item to the Finchley and Golders Area Environment sub-Committee of 23 September 2008 regarding The Groves, NW2 (Appendix A refers)
- 9.2 In accordance with Part 3 - Responsibility for Functions, Paragraph 5.2 of the Council's Constitution, the Chairman referred the Sub-Committee's decision on this matter to Cabinet of 23 October 2008.
- 9.3 Cabinet agreed that the report be referred back to the Finchley and Golders Area Environment Sub-Committee for further consideration, on the basis that the measures proposed may be authorised provided compensatory savings are identified from within the relevant budget provision for the ward in question. The Finance Team have advised that they do not allocate budgets at this level, the lowest level they have is Area Committee's (effectively seven wards) and they only have £15,000 a year of Traffic Management Budget.
- 9.4 The Director of Environment and Transport has provided the below comments:

### **Lorry Ban**

There is a 16.5 tonne(t) overnight lorry ban applicable across London that prohibits vehicles from entering a road between the hours of 9pm to Midnight and Midnight to 7am Mondays to Fridays, 1pm to Midnight and Midnight to 7am Saturdays, and all day Sundays. The Groves as well as the surrounding streets are included in this order and there is no requirement to erect additional signs in the Groves as signs are erected on the GLA boundary.

There is a 5t overnight lorry ban across Barnet that prohibits vehicles over the weight of 5t from being parked between the hours of 6.30pm to Midnight and Midnight to 8.30am and applies to the Groves. There is a requirement to erect at least one reflectorised non-illuminated 'repeater' sign reinforcing the ban in every road within the borough. Signs in the roads in question are being checked to ensure that at least one non-illuminated sign is in place in each one. The signs which are of type TSRGD 640.2 are similar to time plate used for normal waiting restriction. Should the site survey reveal that they are currently missing they will be replaced using maintenance funding.

There is 24 hour 7.5t ban in the Borough that prohibits vehicles over this weight entering a road except for access. However, the zone boundary for this prohibition stops north of Cricklewood Lane and covers the eastern part of the A5 between Cricklewood Lane and Spur Road - except for a section between Geron Way and Staples Corner. As Cricklewood Lane is not within the 7.5t zone, no signs are required for the Groves as they are not covered by the ban. The ban, when provided in the mid nineties, was not considered appropriate for the Groves in order to ensure crossboundary consistency as the neighbouring London Borough of Camden does not



apply the ban to the roads that adjoin the Groves and therefore any vehicle of this weight entering the area would need to have legal access into the Groves area to facilitate exit.

### **HGV Survey**

A survey recording the number of HGV driving through the Groves will be undertaken week commencing 10 November 2008. The result of the survey will be reported verbally to the Committee on the night.

### **Speed Survey**

A speed survey carried out in July 2008 in Elm Grove revealed that the 85 percentile speed of vehicles was 25 mph for the southbound direction, 17.5 mph for the northbound direction.

### **20mph Speed Limit**

In order to introduce a 20mph speed limit to an area The Association of Chief Police Officers (ACPO) have advised councils to put in place engineering features to physically reduce the speed of that road to 20mph and comply with the guidance circulated for 20mph speed limits by the Department for Transport. Physical measures could consist of a number of speed humps and road signs indicating the 20mph speed limit. It is anticipated that 9 humps would be necessary together with 8 externally illuminated 20mph signs. The cost to provide these measures would be approximately £25,000

### **30mph Speed Limit**

Traffic speeds are generally below the maximum speed limit of 30mph. The speed limit could be reinforced in drivers' minds by the introduction of vehicle activated signs. The cost to provide one sign is £5,000 (erected and powered). If a sign was erected in each road the cost would be £20,000.

## **10. LIST OF BACKGROUND PAPERS**

10.1 None.

Legal:

Corporate Finance Office:

**AGENDA ITEM: 7**

Page nos. 4 - 7

---

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	23 September 2008
<b>Subject</b>	<b>Member's Item – Ways to reduce traffic and make The Groves, NW2 safer</b>
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 Ian Counce - Chief Highways Officer
Status (public or exempt)	Public
Wards affected	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 That the actions of the Director of Environment & Transport be noted.**

## **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 Members' Items allow members of the Sub-Committee to bring a wide range of issues to the attention of the Sub-Committee in accordance with the Council's Constitution.

## **6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)**

- 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 Monroe Palmer has submitted a Member's Item regarding The Groves, NW2 in the following terms:

"What I propose is:

- That another traffic survey is carried out which is NOT in school holiday period
- That Vehicle activated sign be installed reducing traffic speeds to the lowest possible even if it is 30mph which does make people slow down.
- That signs are painted on entrance roads to The Groves saying 30mph or better still 20mph
- That signs be erected on all Grove roads adjoining Edgware Road repeating the lorry restriction you say exists. These roads are entry points into Barnet.
- That an experimental large vehicle ban be imposed on The Groves"

- 9.2 Traffic management measures have been implemented over the years in the 'Groves' area to reduce the impact of traffic within this predominately residential area.
- 9.3 A site meeting was held in Elm Grove on 28 July to discuss issues relating to the use made by traffic. A speed survey had been carried out on 23 July and a subsequent survey was conducted on 30 July along Elm Grove. The results from both surveys indicated that vehicles were not exceeding the recommended speed limit. This exercise will be repeated once the schools have returned although it is not envisaged that there will be any significant change.
- 9.4 There have been two road traffic incidents recorded by the Metropolitan Police Service in Elm Grove in the last three years that resulted in personal injuries. Excessive speed was not a contributory factor in either of them.
- 9.5 Although there may be a local perception regarding traffic speeds and safety, the lack of any evidence of excessive speeding and recorded accidents where speeding was a factor does not justify any expenditure of additional traffic management measures.
- 9.6 The option of closing Elm Grove to through traffic will not be supported by the police due to the inability of providing a suitable turning area and safety concerns regarding the need to therefore reverse service vehicles.
- 9.7 The Borough-wide 7.5T lorry ban, except for access, includes the roads within the 'Groves' area. The ban is signed at the entry points on the borough boundary and there are no signs erected within individual streets. A review of the effectiveness / visibility of these boundary signs is to be carried out.



- 9.8 It is suggested that the Director of Environment & Transport writes to the Member with the result of the further speed survey and the outcome of the lorry ban signage review as it may affect this location.
- 9.9 In the longer term there are proposals to substantially alter the junction of Cricklewood Lane with Cricklewood Broadway (A5) as part of the overall transport investment programme that will be delivered in the area as part of the Brent Cross / Cricklewood regeneration. The effect of increasing movement capacity at this junction will reduce delay and thus the attractiveness of the 'Groves' area by through vehicles. The current intrusion of passing traffic experienced by residents will be reduced.

## **10. LIST OF BACKGROUND PAPERS**

- 10.1 - E-mail from Councillor Monroe Palmer dated 8 August 2008.  
- Results of speed survey  
- Sign survey notes
- 10.2 Any person wishing to inspect the background papers above should telephone Claire Mehegan on 020 8359 2205.

Legal: JM  
CFO: MG