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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**

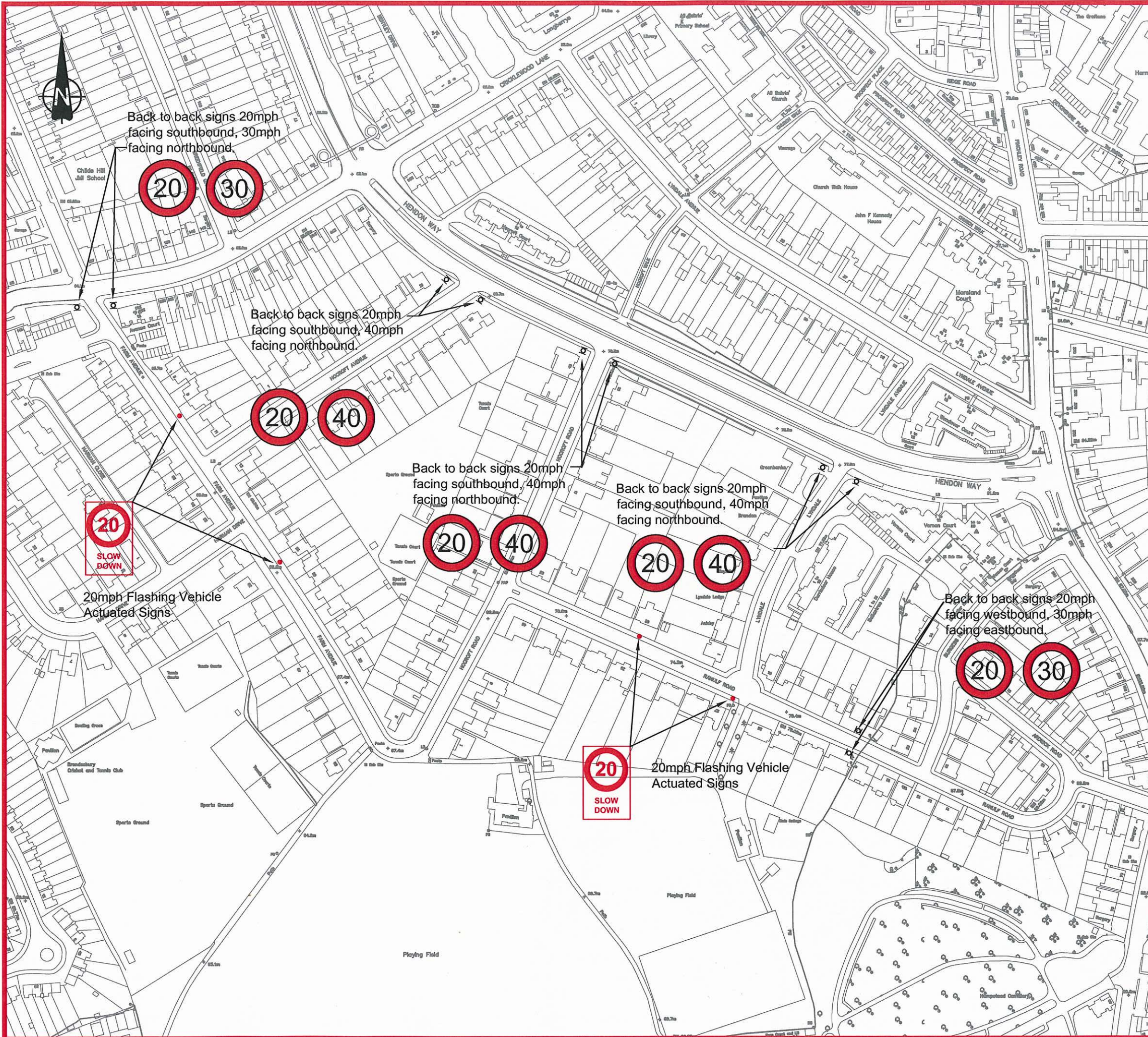
10.1 Correspondence held on file.

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

CFO: MG

Legal: SWS

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**NOTES:-**

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Revision and Date	Description	Initial
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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.