

AGENDA ITEM: 8

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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.

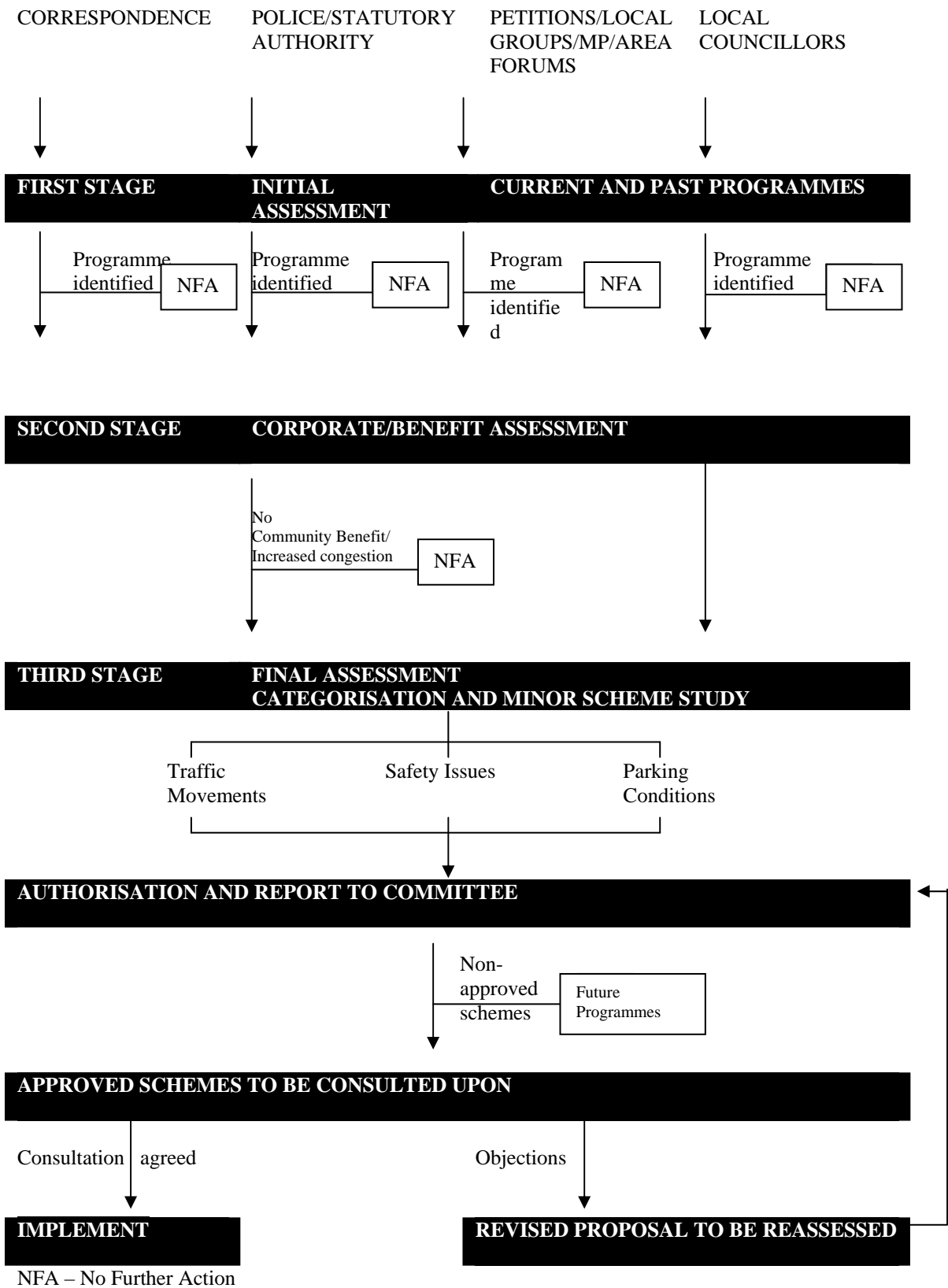
9.5 Members are requested to approve the action recommended in Appendix C of this report.

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 *

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

*** 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.

Appendix C - Stage 3 Assessment							
TMB Ref	Location	Identifier	Proposal	Cost	Stage 2	Stage 3 Justification	Recommended for funding
					Criteria met		
F&GG-1	The Vale / The Ridgeway	Cllr 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 Cllrs 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