

AGENDA ITEM: 6

Page nos. 7 - 12

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	23 June 2011
Subject	Hocroft Estate 20mph Scheme
Report of	Cabinet Member for Environment
Summary	To report on the outcome of the Experimental Hocroft Estate 20mph Scheme

Officer Contributors	Themba Nleya – Senior Engineer, Environment and Operations
Status (public or exempt)	Public
Wards affected	Childs Hill
Enclosures	Drawing no 60642C
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: Themba Nleya, Environment & Operations, Highways Group
Tel: 020 8359 4198

1. RECOMMENDATIONS

1.1 That:

- (i) The Sub-Committee notes the conclusions of this report;**
- (ii) The experimental speed limit of 20mph is removed from all roads within the Hocroft Estate 20mph scheme area;**
- (ii) Affected residents, and Camden Council are advised of the outcome of the experimental scheme.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 Finchley and Golders Green Area Environment Sub-Committee meeting of 2 December 2008 where it was resolved to introduce on an experimental basis, a 20 mph speed limit on Hocroft Estate comprising Ranulf Road, Lyndale, Hocroft Road, Farm Avenue, Hocroft Avenue, Harman Drive and Harman Close NW2 and for the Director of Environment and Operations to report back in due course on the outcome of the experiment to determine whether the scheme should be made permanent or not.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The Council's Corporate Plan 2011-2013 confirms the Council's commitment to provide better services with less money by improving traffic flow and roads, providing effective traffic and road safety engineering and parking control, to maximise movement opportunities and to provide a clean, green and safe environment.
- 3.2 The "One Barnet - A Sustainable Community Strategy for Barnet 2010 – 2020" is committed to keeping Barnet moving.

4. RISK MANAGEMENT ISSUES

- 4.1 There are no risks associated with the recommendations contained within this report. Reversion to the default 30mph national speed limit at this location inherently introduces risks associated with higher speeds, although there is no reason to believe the accident risk will be different from that previously present before the scheme was introduced.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 It has been assessed against the different equality groups and there are no adverse implications.

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

- 6.1 Decommissioning costs related to signage is estimated at £3,000 and it is anticipated this will be funded using Capital secured via the Council's Local Implementation Plan funding for 2011/12.

- 6.2 Due to the nature of the signage, it is not currently anticipated that this will be utilised elsewhere in the Borough, however, there will be off-set savings through reduced maintenance costs as a result of the signage being removed.

7. LEGAL ISSUES

- 7.1 None associated with this report.

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.

9 BACKGROUND INFORMATION

- 9.1 Concerns had been raised by residents and 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 is operational 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 that sought to reduce traffic speeds 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 a minimum of 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 met with a Metropolitan Police Service representative to explain the scheme that involved a mixture of static signing on the boundary of the area identified in section 9.2 supported by vehicle activated and repeater signs at four locations on Ranulf Road and Farm Avenue. Neighbouring Camden Council were also consulted on the proposed scheme and indicated they would be guided by the outcome

of this scheme before considering whether to introduce a similar limit on their section of Ranulf Road.

- 9.7 The experimental scheme was introduced on 19 November 2009. The attached 'as built' Drawing no 60642C illustrates indicative sign locations.
- 9.8 Prior to, and subsequent to the scheme's introduction, concerns have been raised by the Police regarding the scheme's justification and effectiveness. The Police have not been prepared to enforce the scheme, as the experimental design did not provide for physical self-enforcing features that would otherwise be recommended for a 20mph limit instead of relying on Vehicle Activated Signs (VAS) located on Farm Avenue and Ranulf Road, and small repeater signs advising of the 20mph limit
- 9.9 All residents of the affected roads were advised of the introduction of the scheme and offered the opportunity to comment on its effectiveness or otherwise.
- 9.10 Eight residents have since indicated that they are in favour of the scheme being retained, with four of these not wanting additional signage leading to more clutter. Three of the eight in favour also wanted self enforcing features and/or more signs added. One resident has questioned the necessity of the proposals arguing there has never been a speeding problem.
- 9.11 The occupier of 21 Farm Avenue objected to the location of a VAS directly outside their property citing light pollution as the concern. However, investigation has shown that any light intrusion that might occur is minimal as the VAS is unlit until triggered and due to the inherent design of the sign the display is focussed on the carriageway, and the luminous intensity from VAS is no more than what existing street lighting achieves.
- 9.12 Surveys carried out during the first 15 months of the scheme's operation indicate only a marginal reduction in recorded speeds as evidenced in the tables below:

TABLE 1: LBB SPEED SURVEYS (MPH)

October 2008 - Before				
Ranulf Road	29.2 SB		27.9 NB	
Hocroft Road	27.7 WB		28.7 EB	
Farm Avenue	31.9 NB		31.9 SB	
January 2011 – After 1 yr				
Ranulf Road	28.7 SB	- 0.5 mph	26.3 NB	- 1.6 mph
Hocroft Road	26.2 WB	- 1.5 mph	26.5 EB	- 2.2 mph
Farm Avenue	29.7 NB	- 2.2 mph	29.2 SB	- 2.7 mph

TABLE 2: POLICE SPEED SURVEYS

October 2008 - Before		
Ranulf Road	32mph SB	32mph NB
Hocroft Road	28mph WB	28mph EB

Farm Avenue	33mph NB	33mph NB
January 2010 - After		
Ranulf Road	29mph SB	31mph NB
Hocroft Road	22mph WB	27mph EB
Farm Avenue	30mph NB	32mph SB

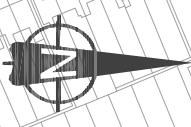
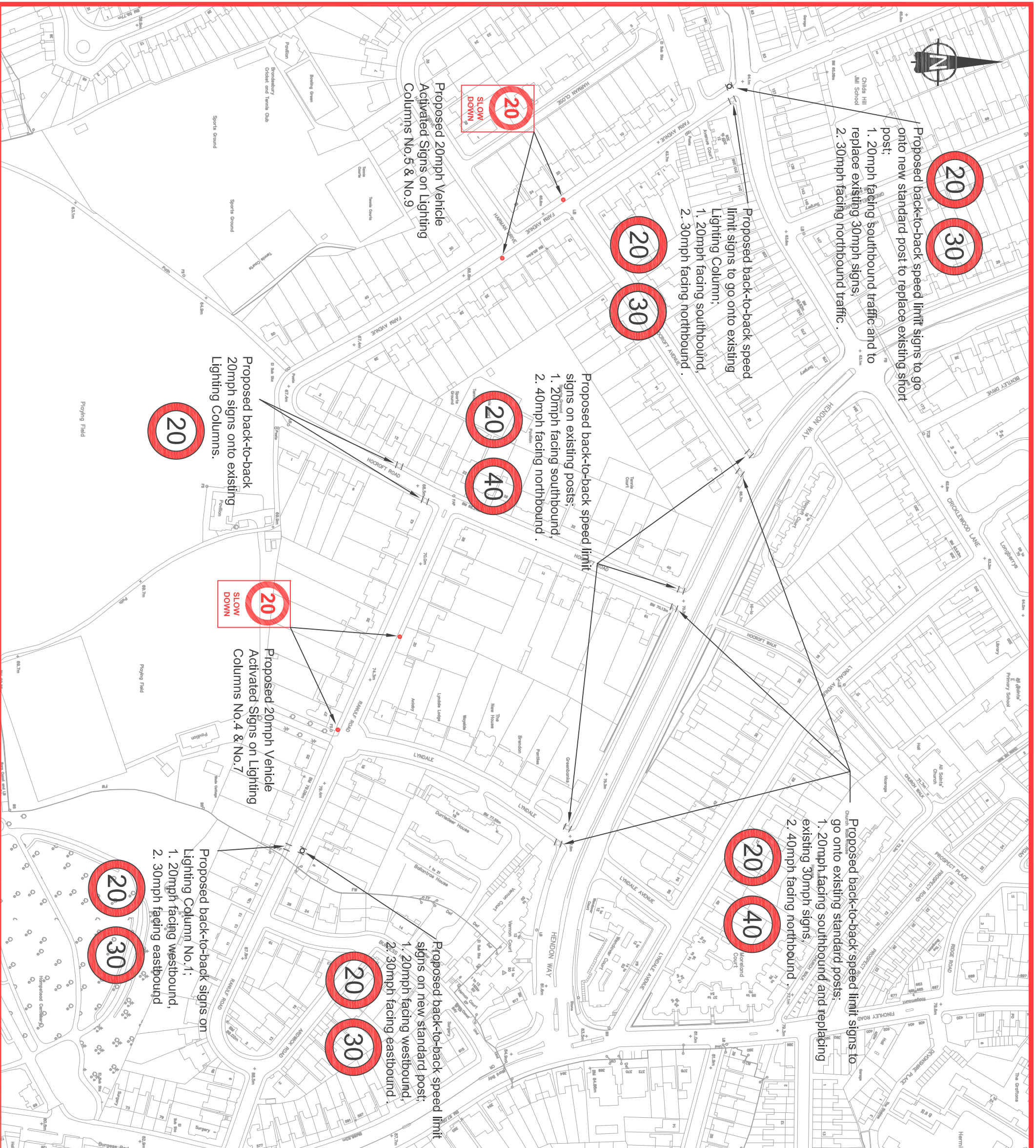
KEY: NB / SB = North/Southbound, EB / WB = East/Westbound

- 9.13 A comparison of the 'before' and '12months after' speeds confirm a decrease of the *average 85%ile daily peak speeds* by a margin of 0.5-2.7mph which appears to be consistent with published research by the Department of Transport. Likewise, independent speed surveys by the Police taken 'before' (Oct 2008) and 'after' (Jan 2010) at three locations corroborate findings and indicate reductions of 2-6mph. On submission of the Police findings, they also reiterated their position that they would not enforce the scheme should it be made permanent.
- 9.14 The speeds recorded would be acceptable on any other residential road subject to the national 30mph limit and there have been no recorded personal injury accidents either before or during the life of the experiment.
- 9.15 Residents elsewhere in the borough have indicated knowledge of the experimental scheme and have been requesting similar schemes to be introduced.
- 9.16 Whilst the scheme has shown that there has been a marginal reduction in vehicle speeds, it is not considered that this reduction is justification for continuation of the scheme on a permanent basis as the reduction cannot be considered to be significant and the 20mph signage cannot be seen as influencing driver behaviour to a desirable level that was originally envisaged with the introduction of the scheme.
- 9.17 Therefore having considered the original aspirations of the scheme and the evidence recorded indicating that speeds have only reduced marginally, continuation of the scheme cannot be justified as a valid traffic management measure at this location and it is therefore recommended that vehicle speeds on all roads within what is known as the Hocroft Estate revert to their substantive national limit of 30mph.
- 9.18 Neighbouring Camden Council remain guided by the outcome of this scheme and will consider reciprocating once a determination has been made.

10. LIST OF BACKGROUND PAPERS

- 10.1 'As built' drawing **No 60462C**
- 10.2 Scheme file available.
- 10.3 Any person wishing to inspect these papers should telephone 0208 359 4198

Legal: JO
CFO: JF



LEGEND:

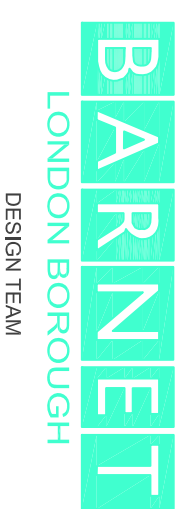
- Proposed '20 SLOW DOWN' Vehicle Activated Sign onto Lighting Columns as per new street lighting design.
- ◻ Back to back speed limit signs on new posts or as otherwise specified.
- ◻ Proposed speed limit signs as specified.

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
C 22.06.09	Locations adjusted to match lighting design.	TN

Dorne Kanareck
Acting Director of Environment and Transport

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



SCHEME:
HOCKROFT ESTATE
PROPOSED 20MPH
SPEED LIMIT

TITLE:
20 MPH SPEED LIMIT
INDICATIVE SIGN
LOCATIONS

Scale:	NTS	Date:	23/07/09
Initiated:	NR	Drawn:	JP/TN
Checked:	NR	Checked:	NR
DRAWING NO.:	60462_C		

Acad Ref.