

<p><u>MEETING</u></p> <p>HENDON AREA ENVIRONMENT SUB-COMMITTEE</p>
<p><u>DATE AND TIME</u></p> <p>WEDNESDAY 26TH MARCH, 2014</p> <p>AT 7.00 PM</p>
<p><u>VENUE</u></p> <p>HENDON TOWN HALL, THE BURROUGHS, NW4 4BG</p>

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
8.	ANY OTHER BUSINESS THAT THE CHAIRMAN DECIDES ARE URGENT	1 - 8

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Meeting	Hendon Area Environment Sub-Committee
Date	26 March 2014
Subject	Traffic movement on Silkstream Road, Edgware
Report of	Assistant Director Strategic Planning Regeneration and Transport
Summary	The report outlines findings of the initial investigations regarding traffic movement in Silkstream Road, Edgware and the proposed Waiting restrictions.

Officer Contributors	Karen Grinter – Engineer, Parking and Design Lisa Wright – Traffic and Development Manager
Status (public or exempt)	Public
Wards Affected	Burnt Oak
Key Decision	No
Reason for urgency / exemption from call-in	N/A
Function of	Executive
Enclosures	Appendix A – Drawing
Contact for Further Information:	Karen Grinter 0208 359 7908

1. RECOMMENDATIONS

- 1.1 That the Sub-Committee note the outcome of the investigation into traffic movement in Silkstream Road.
- 1.2 That statutory consultation be carried out on the proposals to introduce sections of Waiting restrictions on Silkstream Road, Edgware as detailed on the enclosed drawing no 21729_827.
- 1.3 That 2no. Vehicle activated signs are installed on Silkstream Road.
- 1.4 Subject to no objections being received the measures are introduced through the making of the relevant Traffic Management Orders; with
- 1.5 Any unresolved material objections are dealt with by the Assistant Director Strategic Planning, Regeneration and Transport under delegated powers, in consultation with the Cabinet Member for Environment.

2. RELEVANT PREVIOUS DECISIONS

- 2.1 The Hendon Area Environment Sub-Committee meeting dated 25 June 2013.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The Corporate Plan 2013/16 defines the Council's vision (under the priority to promote responsible growth, development and success across the borough) in delivering sustainable growth to ensure Barnet continues to be successful and prosperous place where people want to live and work.
- 3.2 The London Mayor's Transport Strategy also addresses these areas through: "Proposal 30: The Mayor, through TfL, and working with the London boroughs and other stakeholders, will introduce measures to smooth traffic flow to manage congestion (delay, reliability and network resilience) for all people and freight movements on the road network, and maximise the efficiency of the network. These measures will include ...c) "... keep traffic moving ..." , e) Planning and implementing ... improvements to the existing road network, ... to improve traffic flow on the most congested sections of the network, and to improve conditions for all road users.

4. RISK MANAGEMENT ISSUES

- 4.1 I do not consider the issues involved are likely to give rise to policy considerations as the various measures would facilitate a safer environment for all road users.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The council in the exercise of its functions through its officers, recognises its statutory duty to have regard to the need to eliminate all types of discrimination, advance equality of opportunity between persons who share a

and persons who do not share it as required under section 149 of the Equality Act 2010.

- 5.2 In considering the proposals detailed in this report, Officers have had due regard to the requirements of section 149 of the Act and consider that the decision to proceed with the proposals as recommended below complies with the Council's statutory duty under the Equality Act.
- 5.3 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 5.4 The introduction of waiting restrictions at the various locations would seek to provide a safer environment for all road users including minimising the risk of vehicle to vehicle and/or vehicle to pedestrian collisions and particularly benefiting vulnerable users such as the elderly, physical or visually impaired. The introduction of Vehicle Activated Signs (VAS) at two locations would seek to encourage drivers to travel at slower speeds.
- 5.5 There may be some minor disruption whilst the work is being completed but this would be minimised through traffic management in discussion with contractor undertaking the work.

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

- 6.1 **Finance** The investigatory and feasibility study aspects including time already incurred, statutory consultation and consideration of any objections received and following due consideration of any objections the potential introduction of the restrictions is estimated at £8,000 and can be funded from the 2013/14 and 2014/15 Local Implementation Plan's (LIP) Traffic Management and Accident Reduction budget .
- 6.3 Should it be agreed that the 2 no. Vehicle Activated Signs be introduced the estimated costs of the works is £6,000 and can be funded from the 2014/15 LIP Traffic Management and Accident Reduction allocation.
- 6.3 **Procurement** The highway works would be procured through the borough's highway term contracts.
- 6.4 There are no **Staffing, IT or Property** implications arising out of this report.

7. LEGAL ISSUES

- 7.1 The Traffic Management Act 2004 and the Road Traffic Regulation Act 1984 gives regulation and traffic management powers to the Council as Highway Authority. Authorities are required to make arrangements as they consider

appropriate for planning and carrying out the action to be taken in performing the duty.

- 7.2 The Council as Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

8. CONSTITUTIONAL POWERS (Relevant section from the Constitution, Key/Non-Key Decision)

- 8.1 The Councils Constitution, 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.

9.0 BACKGROUND

- 9.1 A 40 signature petition was received from the residents of Silkstream Road, Edgware which stated the following:

‘Silkstream Road is a narrow road which is used by non-resident as a free car park for many years. It is also used as a short cut. There is a very serious need to reduce the danger to the children, the residents and their vehicles from through passing commuter traffic. The newly re-laid pavement is in danger of suffering damage again as cars mount the pavement to pass one another That Silkstream Road be made a one way with NO ENTRY signs at the junction of Barnfield Road and Silkstream Road OR have Silkstream Road Residents Parking Only’.

- 9.2 The matter was discussed at the 25 June Hendon Residents Forum where it was decided by the Chairman of the Forum that it should be referred to the meeting of the Hendon Area Environment Sub-Committee which takes place on the same evening.
- 9.3 The Chairman informed the Sub-Committee of the potential dangers of the location and requested that Members give their consideration. Silkstream Road was noted as a danger to all pedestrians due to its narrow structure and high demand for parking and that the concerns were outlined via a petition which the London Borough of Barnet had received.
- 9.4 The sub-Committee discussed and considered this issue and resolved that
- The Director for Place (now Strategic Director for Growth and Environment) be instructed to carry out a feasibility study in order to establish if the installation of a one way and/or a ‘no entry’ is possible at this location.
 - That a report on the outcome of the feasibility be brought to the next appropriate meeting of the Sub-Committee.
- 9.5 As discussed at the Committee meeting the introduction of a ‘one –way’ or ‘no entry’ would not just affect Silkstream Road but a much wider area. Therefore

in the first instance investigation into the implementation of localised yellow lines was pursued and it is considered that this is the best course of action to resolve the traffic flow issues on Silkstream Road without adversely affecting other roads in the vicinity. The proposed waiting restrictions are shown on Drawing No. 21729_827.

- 9.6 Concerns were also raised by the residents regarding Silkstream Road as a 'rat run' and as the proposed waiting restrictions are designed to improve traffic flow it is considered that in order to encourage vehicles to travel at appropriate speeds the introduction of two Vehicle Activated Signs (VAS) is also recommended thereby providing a safer environment for all road users.

10 **List of background papers:**

- 10.1 Petition received from the residents of Silkstream Road, Edgware.

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