

<p style="text-align: center;"><u>MEETING</u></p> <p style="text-align: center;">FINCHLEY & GOLDERS GREEN AREA COMMITTEE</p>		
<p style="text-align: center;"><u>DATE AND TIME</u></p> <p style="text-align: center;">TUESDAY 9TH JULY, 2019</p> <p style="text-align: center;">AT 7.00 PM</p>		
<p style="text-align: center;"><u>VENUE</u></p> <p style="text-align: center;">HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ</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
5.	PUBLIC COMMENTS AND QUESTIONS (IF ANY)	3 - 10

Faith Mwende 020 8359 4917 faith.mwende@barnet.gov.uk

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Procedure for Questions and Comments at Committees

At the committee meetings a time period of up to 30 minutes, is available for public questions and comments in total. Public comments will be received by the Committee before supplementary questions are asked. Where a resident has submitted more than one question, their second item or question will be considered after all other residents have asked their first supplementary question. Supplementary questions will continue to be asked in this way until there are no further questions or 30 minutes has elapsed.

Public Questions – (up to 3 minutes each)

Name	Item number and Agenda Title.	Question	Response
Emily Hands	9 - Member's Items (East End Road – East Finchley)	<p>I would like to state my strong support for making our roads safer and less polluted by reducing the speed limit in East Finchley, London N2 to 20 mph as proposed by Councillor Arjun Mittra, agenda item 9, and to ask a question.</p> <p>I have lived in the area for 20 years and can say without hesitation that over that time, the traffic has become heavier, faster and the driving more aggressive.</p> <p>Now, as a mother of three young children, a driver and a local resident, who has seen the aftermath of the death of a toddler in an RTA just 200 metres from my house, I can see no possible reason why we wouldn't follow the good example set by our neighbouring Boroughs in taking this proposed move.</p> <p>There needs to be a bold challenge from local leaders to this</p>	<p>Following the tragic fatal collision near the pedestrian crossing by the Five Bells public House on East End Road, borough officers met the police to consider the circumstances of that collision and whether any changes can be made that might prevent re-occurrence.</p> <p>As a result of the meeting officers will be establishing whether an apparently redundant dropped kerb adjacent to the crossing can be removed, and/or guardrail installed at this point. At the same time some unnecessary and potentially confusing tactile paving could also be removed.</p> <p>At the time of the incident, the traffic signals were green for traffic and there is no suggestion that</p>

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		<p>increasing culture of speed and aggression on our streets.</p> <p>A 20mph limit being introduced would be a good start and send the message to those travelling through and in N2 that enough is enough.</p> <p>My question is this, if you choose not to implement this proposal, what is your plan to demand responsible driving and to ensure that the number of accidents, near misses, injuries and tragic deaths are reduced?</p>	<p>speed played a part in the collision, but lower speeds are known to contribute to a reduced frequency and severity of collisions. However an important consideration is that the presence of a lower speed limit of itself does not mean that vehicles will travel at that speed.</p> <p>A distinction also needs to be made between 20mph limits and 20mph zones. 20mph speed limits make use of signage only, but are only likely to be effective where traffic speeds are already relatively low. 20mph zones require some traffic calming features in order to make them self-enforcing.</p> <p>Where the speed limit on a road appears to drivers to be lower than is appropriate for the conditions, compliance with the speed limit is unlikely and the level of enforcement needed to support is unlikely to be available from police resources. A 20 mph limit may give road users, such as pedestrians, an undue sense of security regarding the speed of vehicles, which may not relate to the actual speed vehicles are travelling at which may be higher than 20mph.</p> <p>Concerns have been raised in some boroughs around the level of enforcement that the police are able to provide for 20mph speed limits, and in some locations in Barnet where 20mph speed</p>
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			<p>limits have been introduced concerns continue to be expressed regarding the speed of traffic.</p> <p>East End Road covers some 2.5 km in varying surroundings, which may lend themselves to different speed limits. However, it is an A road and current speeds in most parts of the road are unlikely to be sufficiently low that compliance with a reduced speed limit can be expected without some supporting measures.</p> <p>Some parts of the road have experienced clusters of injury collisions in recent years, or have a higher incidence of collisions involving vulnerable road users such as pedestrians or cyclists who are more likely to suffer serious injury if involved in a collision. These locations might be considered a higher priority for measures to address the rate or severity of collisions than other locations. There are also several schools on or near parts of the road, and the presence of schools might make these parts of the road higher priority for 20 mph or other measures.</p> <p>A speed survey was recommended by the police, as a result of the collision investigation, but a study to consider the conditions throughout the entire road, which would identify an appropriate speed limit (or speed limits) for the road and appropriate measures to make these self -</p>
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			enforcing may be more appropriate.
Emily Candler	Item 14 - Church Lane/High Road - Feasibility Study	<p>My question is:</p> <p>The measures in 2.13 are described as interim but interim to what? What it is not clear what they are interim to. What might the longer term solutions be, how will these be identified and developed and how would this be progressed?</p>	<p>The interim measures consist of some proposals to improve the safety of the site as the Vehicle Activated Signs and traffic signs may needed to be repositioned or replaced to be more visible to alert drivers of the vicinity of a school, especially to drivers who are not familiar with the site as the A1000 High Road is the strategic route in the borough with high traffic volumes.</p> <p>From site observation, the Vehicle Activated Signs and traffic signs are partially obscured by tree trunks and in Summer season by branches. An additional parking restriction to prevent vehicles parked near junctions and traffic signals blocking sightlines especially during school pick up and drop off period would also be beneficial as an interim measure</p> <p>A potential longer-term solution is an investigation into the feasibility of signalling Church Lane through a Transport Feasibility Study. This may involve a further requirement to carry out a Transport for London (TfL) Model Auditing Process (MAP) by seeking the funding from TfL Local Implementation Plan (LIP) to be considered in comparison to all of the Borough's potential</p>

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			schemes as whole, based on the level of benefit to the borough.
Vanessa D'Souza	Item 14 - Church Lane/High Road - Feasibility Study	<p>As a Barnet resident, I would like to submit a question ahead of the meeting on 9th July to be considered by the councillors in relation to the feasibility study carried out on the Church Lane/High Road in N2.</p> <p>1 - The report proposes £24,000 is to be spent on interim measures which sounds good, but what exactly does it provide? Is this more than repainting and new signs? Please detail exactly what changes this £24,000 would fund and what will the research cover?</p>	<p>Yes the interim measures do consist of more than repainting and new signs.</p> <p>Instead the interim measures consist of several complimentary interventions and proposals to improve the safety of the site.</p> <p>As per the response to the previous question; as the Vehicle Activated Signs and traffic signs may needed to be repositioned or replaced to be more visible to alert drivers of the vicinity of a school especially to drivers who are not familiar with the site as the A1000 High Road is the strategic route in the borough with high traffic volumes.</p> <p>From site observation, the Vehicle Activated Signs and traffic signs are partially obscured by tree trunks and in Summer season by branches. An additional parking restriction to prevent vehicles parked near junctions and traffic signals blocking sightlines especially during school pick up and drop off period would also be beneficial as an interim measure</p> <p>A potential longer-term solution is an investigation into the feasibility of signalling Church Lane through a Transport Feasibility Study. This may</p>

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			involve a further requirement to carry out a Transport for London (TfL) Model Auditing Process (MAP) by seeking the funding from TfL Local Implementation Plan (LIP) to be considered across the Borough's schemes as whole based on the level of benefit compared to other schemes in the borough.
Eithne O'Sullivan	Item 14 - Church Lane/High Road - Feasibility Study	I would like to submit a question to the area Council Meeting on Tuesday 9th July as follows: Is the officer recommending the £40,000 they say is required for a feasibility study on three-way lights? What would be required to get action on this?	The cost of the three way signalling is beyond the funding capability of the Area Committee. Therefore, the recommendation would need to be submitted as a scheme to be considered alongside all of the Borough's potential schemes as whole for the Borough Local Implementation Plan (LIP) funding from TfL based on the level of benefit for the borough.
Andry Moustras	Item 14 - Church Lane/High Road - Feasibility Study	Question 1 Children and parent at Martin Primary school are very concerned about air pollution and recently met with Andrew Dismore about this very issue following research by children at the school who measured the air pollution at different points of the school premises. Their research showed levels that well exceed acceptable levels of air pollution in the school playground, which can only be due to the proximity of cars and the number of cars on the High Road next to the school. The detrimental effect of air pollution on children's health has been well-documented. Has any attempt been made to consider measures that improve air pollution at the school as well as making it safer for pedestrians, such as moving the pedestrian crossing further from the school	Funding for Air Quality Audits at schools with the worst Air Quality in the Borough is available from the boroughs Local Implementation Plan (LIP) funding, together with some funding to implement this from LIP, the London Mayor and potentially other sources. The audits identify sources of pollution near the school and suggest measures to address this. However, the modelled Annual Average result for Martin Primary School is within the Air Quality objective, so it is not identified as one of the worst affected schools that would be eligible.

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		playground or imposing a 20mph limit?	<p>We understand that the recent monitoring undertaken at Martin Primary School took place over a two week period, with the highest reading at the front gate to the school. In order to properly compare pollution levels to the National Air Quality Objective, the monitoring has to be done over a year to give an annual average. The objectives are based on long term exposure as pollution goes up and down across the year.</p> <p>The pedestrian crossing needs to be situated where it will serve the pedestrian desire line. Where a crossing is not situated close to the route pedestrians want to use it results in pedestrians crossing less safely away from the crossing.</p> <p>While lower speed limits may result in reduced emissions in some circumstances – especially if it results in a smoother, less stop-start, journey.</p> <p>However, it seems that a local 20mph speed limit past the school would be unlikely to have a significant effect in this regard.</p>
Andry Moustras	Item 14 - Church Lane/High Road - Feasibility Study	Question 2 The feasibility study states that information from the serious accident in February is not available. The omission of this information skews the evidence of recent accidents at the crossing which sparked the Safer N2 Crossing campaign.	The latest accident data provided by police is up to end of Dec 2018. We are aware of the recent accident in February and awaiting the record from the police.

Procedure for Questions and Comments at Committees

		Why is it not available?	
Alison Munday	Item 14 - Church Lane/High Road - Feasibility Study	<p>Please can I submit a question for the area committee on 9 July. As follows:</p> <p>In the officers' report to the committee on agenda item 9, it says resurfacing would be beneficial but that it is outside the scope of this Area Committee. Who has responsibility for this and how do we progress this?</p>	<p>The resurfacing plus high friction surfacing treatment is outside the budget of the Area Committee.</p> <p>We are seeking the possibility to obtain TfL Local Implementation Plan (LIP) funding for the extent of works agreed to progress.</p>

Name	Item number and Agenda Title.
Ashley Cohen	9 - Member's Item (Junction at Portsdown Ave and Templars Ave – Golders Green)
Alice Bowden	Item TBC
Emily Candler	Item 14 - Church Lane/High Road - Feasibility Study
Alison Munday	9 - Member's Item (Junction at Portsdown Ave and Templars Ave – Golders Green)
Peter Hale	Item 6 - Referrals from Finchley & Golders Green Residents' Forum (Countdown system High Road / Fortis Green)