

## Decisions of the Chipping Barnet Area Environment Sub-Committee

13 March 2013

Members Present:-

Councillor Barry Evangelini (Chairman)

Councillor Rowan Quigley Turner (Vice-Chairman)

Councillor

Pauline Coakley Webb

Councillor Alison Cornelius

Councillor David Longstaff

Councillor Andreas Tambourides

Councillor Sachin Rajput (In place of Brian Salinger)

Apologies for Absence

Councillor Brian Salinger

### 1. MINUTES

RESOLVED - That the minutes of the meeting held on the 16 January 2013 be approved as a correct record.

### 2. DISCLOSABLE PECUNIARY INTERESTS AND NON PECUNIARY INTERESTS

None were declared.

### 3. PUBLIC QUESTION TIME (IF ANY)

There were none.

### 4. MEMBERS ITEM (IF ANY)

There were none.

### 5. HIGHWAYS PLANNED MAINTENANCE WORKS PROGRAMME FOR CHIPPING BARNET AREA - 2013/2014

The Highways Manager introduced the report;

RESOLVED -

- (1) That the list of roads for carriageway resurfacing, footway relay and other highway maintenance works in the Chipping Barnet Area for 2013/2014; as listed in Appendix A attached to the report, was approved.
- (2) That, subject to the overall costs being contained within available budgets, the Director for Place be instructed to:

- i) Give notice under Section 58 of the New Roads and Street Works Act 1991 of the Council's intention to carry out substantial highway works shown in Appendix A by publishing and giving a copy of the notice to and consulting as necessary with public utility companies and Transport for London (TfL) for schemes proposed to be implemented during 2013/20143;
- ii) Implement the schemes proposed in Appendix A by placing orders with the Council's term contractors or specialist contractors appointed in accordance with the public procurement rules, and or the Council's Contract Procedure Rules as appropriate;
- iii) Commission condition assessments of carriageways and footways within all constituent areas to determine the overall condition and appropriate measures to be considered in future programmes
- iv) Agree any variations to the scheduling of the programme in consultation with the Cabinet Member for Environment and the Chairman of this Sub-Committee.

## **6. HILLSIDE, HOLLYFIELD & ST JOHNS AVENUE AND QUEENS PARADE – EXPERIMENTAL ROAD CLOSURE**

The Highways Manager introduced the report.

The sub-Committee were advised of a number of implications the road closure would have;

- Increase of traffic, queues and hence journey times on Friern Barnet Road and Colney Hatch Lane
- Adverse impact on the bus timetable leading to delays.
- The Traffic Management Act 2004 (TMA) placed a statutory requirement on highway authorities called the Network Management Duty (NMD). This duty made highway authorities responsible for three main areas.
  1. Appointing a Traffic Manager
  2. To secure the expeditious movement of traffic on the authority's road network.
  3. To facilitate the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- All local authorities were encouraged to use all powers available to carry out their Network Management Duty. Failure to deliver an authority's NMD could result in central government issuing an intervention order. This order would set out the requirements for improvements within a set time. Further failure could result in central government appointing a Traffic Director to carry out the functions of the Council's Traffic Manager. The associated cost for any required information or appointment would be met by the failing authority.
- In order to avoid such a risk the Authorities Traffic Manager may be required to react to legitimate concerns which could potentially be raised by anyone, but more likely by the emergency services and bus operators and hence may be required to step in urgently and using his NMD powers request immediate removal of the restrictions in order to mitigate the concerns.

The sub-Committee were informed that the intention was to use the experimental closure period as the consultation period. All issues/concerns raised during this period will be collated and incorporated in the final report which will provide conclusions and recommendations as to whether the measures should be removed, amended or made permanent.

The sub-Committee agreed that the experimental closure should be put in place as soon as possible and the situation monitored for 6 months, after which time a report should be brought back to the sub-Committee.

RESOLVED -

1. That the measures outlined in this report as illustrated on Drawing No. 60685-P-001 attached as Appendix A to the report are introduced on an experimental basis as soon as possible, complying with all necessary statutory requirements through the making of the relevant Traffic Management Orders;
2. That the effectiveness and impact of the introduced measures be monitored closely and any necessary action identified to mitigate against ineffectiveness.
3. That a report is brought back to the sub-Committee after 6 months for consideration as whether to make all or any of the measures permanent.

## **7. THE AVENUE EN5 - FOULDS SCHOOL PEDESTRIAN IMPROVEMENTS**

The Highways Manager introduced the report:

RESOLVED -

1. The sub-committee note the outcome of the investigation into the feasibility of providing a crossing facility at the predetermined location on the Avenue as presented in this report.
2. The sub-committee be mindful of the Council's current approach to traffic management measures.
3. The sub-committee approved the introduction of a Pelican crossing being progressed on The Avenue at the predetermined location.
4. Subject to 3 above as appropriate, instruct the Director for Place to proceed to a detailed design and public consultation on the preferred outcome with a view to implementation, subject to availability of resources, and subsequent to liaison with local ward members and agreement with the Cabinet Member for Environment.

## **8. TOTTERIDGE VILLAGE – ROAD SAFETY**

The Highways Manager introduced the report;

RESOLVED -

1. That the sub-committee note the outcome of the investigation into the feasibility of providing traffic management measures and safety improvements on Totteridge Village as presented in this report.
2. That the subcommittee instructs the Director for Place, subject to availability of funding and a satisfactory consultation outcome, to implement the following;
  - Installation of a vehicle activated sign (VAS) at the location shown on drawing 60670-1C,
  - Retention and re-aligning of the existing pedestrian island
  - Kerb re-alignment, and
  - Carriageway resurfacing, including renewal of road markings
  - Introducing a 20mph speed limit at this location
3. That any objections from the formal consultation be addressed by the Director for Place in consultation with the Cabinet Member for Environment.

**9. MATTERS REFERRED FROM THE CHIPPING BARNET AREA RESIDENTS FORUM (IF ANY)**

The Sub-Committee received the below item which had been referred to the Sub-Committee by the Chairman of the Chipping Barnet Residents Forum.

<p>Issue 2 &amp; 4 (Chipping Barnet Residents Forum of 13 March 2013)</p> <p><u>Woodhouse Road Slip Road</u> <u>London N12</u></p>	<p>The Chipping Barnet Residents Forum had considered a representation from Mr Mark Livemore about his concerns regarding the number of accidents to pedestrians that have taken place on Woodhouse Slip Road.</p> <p>The Residents Forum had been advised by the Highways Manager that Officers have met on site with traders, residents and a local Ward Councillor, to discuss the issues of concern..</p>
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Following discussion and consideration of this item, the Sub-Committee:  
RESOLVED -

1. That Officers should investigate the location with a view to formulating to address the safety concerns improvements where possible and bring a report back to the next appropriate meeting of the sub-committee.

**10. ANY ITEM (S) THAT THE CHAIRMAN DECIDES ARE URGENT**

There were none.

The meeting finished at 8.30 pm