

MEETING**HENDON AREA ENVIRONMENT SUB-COMMITTEE****DATE AND TIME****WEDNESDAY 13TH MARCH, 2013****AT 7.00 PM**

OR AT THE CONCLUSION OF THE HENDON RESIDENTS FORUM BY 8.00PM ,
WHICHEVER IS EARLIER

VENUE**HENDON TOWN HALL, THE BURROUGHS, NW4 4BG**

Dear Councillors,

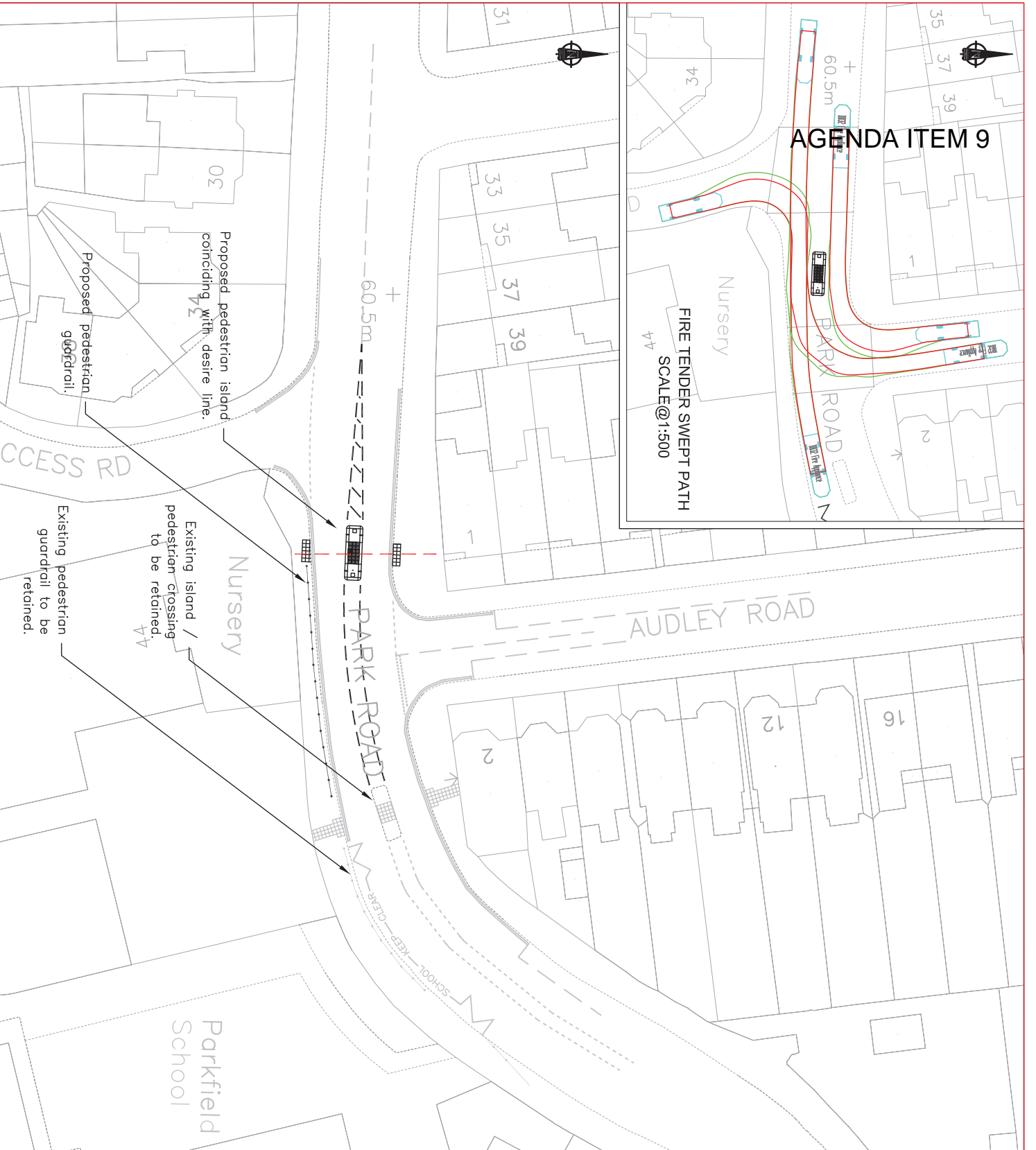
Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
9.	CONTROLLED CROSSING PARKFIELD PRIMARY SCHOOL PARK ROAD, NW4	1 - 6
10.	TRAFFIC CALMING MEASURES IN THE HENDON CONSTITUENCY - DEVONSHIRE ROAD AND	7 - 14
11.	LAWRENCE STREET - PEDESTRIAN CROSSING AND TRAFFIC CALMING MEASURES	15 - 24

Paul Frost 020 8359 2205 paul.frost@barnet.gov.uk

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AGENDA ITEM 9



NOTES:

1. All works to be carried out in accordance with the London Borough of Barnet Term Maintenance Contract: 2007-2012.
2. Exact setting out to be agreed on site with the Engineer's Representative.

Proposed measures —

Existing highway features —

Pedestrian desire line - - -

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Revision and Date	Description	Initial

Pam Wharfe
Director for Place

London Borough of Barnet,
Building 4
North London Business Park
Oakleigh Road South
Letchford MK11 1NP
Tel: (020) 8359 2000



SCHEME:
Parkfield Primary School
Pedestrian Improvements
Concept Design - Option 1

TITLE:
Traffic Management
Pedestrian Island & Signs
Park Road

Scales: 1:500 Date: 17-08-12

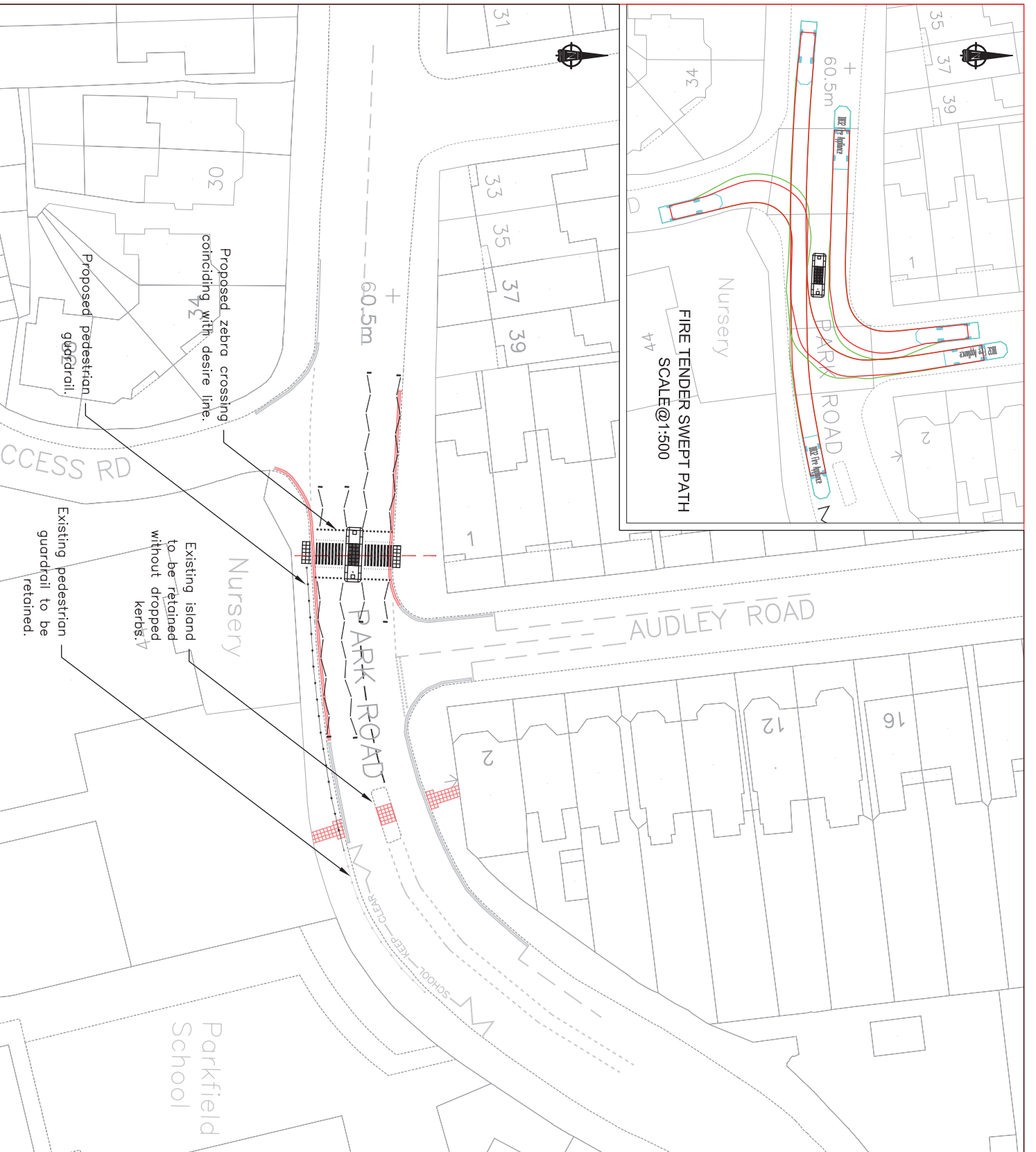
Initiated: LW Drawn: TN Checked: LW

DRAWING NO: 60669-4P-1

Acad Ref: -

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NOTES:

1. All works to be carried out in accordance with the London Borough of Barnet Term Maintenance Contract: 2007-2012.
2. Exact setting out to be agreed on site with the Engineer's Representative.

- Proposed measures —
- Existing highway features —
- Pedestrian desire line - - -

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Revision and Date	Description	Initial

Pam Wharfe
Director for Place

London Borough of Barnet,
Building 4
North London Business Park
Oakleigh Road South
Letchford MK11 1NP
Tel: (020) 8359 2000



SCHEME:
Parkfield Primary School
Pedestrian Improvements
Concept Design - Option 3

TITLE:
Traffic Management
Zebra Crossing
Park Road

Scales: 1:500 Date: 17-08-12

Initiated: LW	Drawn: TN	Checked: LW
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DRAWING NO: 60669-4P-3

Acad Ref. -

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AGENDA ITEM 10

Meeting	Hendon Area Environment Sub-Committee
Date	13 March 2013
Subject	Feasibility Study of Traffic Management Measures on Devonshire & Pursley Roads NW7
Report of Summary	Director for Place The report reviews the necessity for traffic calming measures on Devonshire/Pursley Roads and outlines findings of the preliminary investigations.

Officer Contributors	Themba Nleya
Status (public or exempt)	Public
Wards Affected	Mill Hill Ward
Key Decision	No
Reason for urgency / exemption from call-in	N/A
Function of	Executive
Enclosures	None
Contact for Further Information:	Themba Nleya 0208 359 4198

1. RECOMMENDATIONS

- 1.1 That the Sub-Committee note the outcome of the investigation into the feasibility of providing traffic calming measures on Devonshire/Pursley Roads as presented in this report.**
- 1.2 That the Sub-Committee to determine an option among the highlighted vertical or horizontal deflection measures as presented within section 9.1.12 of this report to be introduced.**
- 1.4 That any objection from the formal consultation be addressed by the Director for Place in consultation with the Cabinet Member for Environment.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 The Hendon Area Environment Sub-Committee on 16 October 2012 considered the local ward member Councillor John Hart's representation and noted his concerns regarding road safety within Devonshire/Pursley Roads NW7. The Sub-Committee instructed the investigation of methods of traffic calming measures.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 Introducing traffic management measures in the borough will contribute to the Corporate Plan priority "A Successful London Suburb" by enhancing Barnet's reputation as a good place to work and live.
- 3.1 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 consider the issues involved are likely to give rise to policy considerations as any proposed measures would then have to be considered for the rest of the borough and may have a major impact on traffic flow especially from the consideration of Emergency Services.
- 4.2 There would 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.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The introduction of traffic calming measures on Devonshire/Pursley Roads would minimise the risk of vehicle to vehicle and/or vehicle to pedestrian

collisions on a relatively busy road and particularly benefiting vulnerable users such as the elderly, physical or visually impaired.

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

- 6.1 **Finance** Any measures that may be preferred will be sought to be accommodated within the 2013/14 or future Traffic Management and Road Safety allocations.
- 6.2 **Procurement** The highway works would be procured through the borough's highway term contracts.
- 6.3 There are no **Staffing, IT or Property** implications arising out of this report.

7. LEGAL ISSUES

- 7.1 The Traffic Management Act 2004 places an obligation on authorities to ensure the safe and expeditious movement of traffic on their road network.
- 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 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.

9.0 BACKGROUND.

- 9.1.1 The speeding investigations at this location have arisen due to concerns raised by the local leadership in the form of a members' item by Councillor John Hart, the main elements of which are;

"TRAFFIC CALMING MEASURES - DEVONSHIRE ROAD / PURSLEY ROAD & OTHER SIMILAR LONG STRETCHES ROADS IN BARNET

Owing to two serious road accidents occurring recently in the same spot at the junction of Devonshire Road/Pursley Road, traffic calming measures are requested to mitigate the danger of further crashes and casualties along this long stretch of road which attracts speeding drivers.

I asked for accident statistics from the Police and have been advised that since January 2012 to present (14 August) there has been 4 on Devonshire Road and 4 on Pursley Road. There may be more but if there is an accident that is just knock for knock and no body is injured and they have exchanged details and gone there separate ways, they don't call police and let the insurance companies deal with it.

Recently on 7th August my own car was rammed into the rear outside my house by a speeding driver causing considerable damage to the car but fortunately no personal injuries.

There are also such other roads (Lawrence Street, NW7 etc) in Barnet which would also require similar consideration. I would prefer that measures for Devonshire Road is considered / implemented first.

By way of Background, in early 1983 I organised a petition and got mostly all householders in Devonshire Road to add their signature to the petition following which in August 1983 islands were introduced with road humps. Recent road surfacing of Devonshire Road has removed the road humps which sort of acted to slow traffic down.

Was thinking of calming measures such as in Woodcroft Avenue (off Bunns Lane, NW7), Camrose Avenue (Harrow), Restricted Barriers in Nether Street by junction of Alexandra Road/Argyle road N12)"

- 9.1.2 The section of road that officers have been able to conduct preliminary assessments lies between the junctions of Bittacy Rise and Holders Hill Roundabout. This section of road starts off eastwards from Dollis Junior School as Pursley Road and then changes to Sanders Lane briefly before becoming Devonshire Road. It was resurfaced during September 2011 when, in line with standing guidelines and after conducting before and post-removal assessments, a case for the retention of traffic management measures in the form of humps could not be established by the Highways Team although the vehicle-activated signs and central hatching have been retained to provide psychological and visual perceptions that are meant to influence or encourage drivers to comply with the speed limit.

Speed Surveys

- 9.1.3 Results of the pre and post removal speed surveys are summarised in Table 1 below. It is often difficult to draw any meaningful conclusions from the speed surveys that are conducted immediately after any features or changes have been made to the road layout. This is because experience has shown that a sufficient bedding-in period and any changes in accident trends need to be allowed for before definitive conclusions can be made. A pattern is becoming familiar at locations where humps have not been reinstated; initially speeds marginally increase and then stabilise to a lower-than-initial level. A similar pattern can be observed from the Tables 1 and 2 data.

- 9.1.4 **Table 1** : Average 85%ile Speeds Over the 5 Weekday period (7am to 7pm)*

Table 1	A	B	C
Monday	30.4	40.5	34.6
Tuesday	30.2	38.8	34.8
Wednesday	29.7	39.1	32.8
Thursday	30.2	39.0	34.6
Friday	30.2	39.0	34.8
Average (mph)	30.1	39.3	34.3

KEY

A = Eastbound o/s no73 'before' (Jul 2011)

B = Eastbound o/s no73 'after' (Sept 2011)

C = Eastbound o/s no73 'after 1 yr' (Sept 2012)

Table 2	D	E	F
Monday	29.7	40.5	33.1
Tuesday	29.5	43.8	32.8
Wednesday	29.4	39.7	32.4
Thursday	29.6	39.7	32.6
Friday	29.6	39.6	32.5
Average (mph)	29.6	40.7	32.7

KEY

D = Westbound o/s no73 'before' (Jul 2011)

E = Westbound o/s no73 'after' (Sept 2011)

F = Westbound o/s no73 'after 1 yr' (Sept 2011)

**The eighty-fifth percentile (85%ile) speed is the speed at which 85% or the vehicles using that road travel at or below. It is nationally used benchmark by highway authorities and gives an indication of the extent of speed/trends at a given location.*

- 9.1.5 Looking at the average 85%ile speed data that has been recorded 12 months after removal, when taken in isolation, a conclusion is likely to be drawn not to reinstate the humps or introduce measures as the average 85%ile figures do not exceed the Association of Chief Highway Police Officers (ACPO) recommended thresholds for targeted enforcement. The ACPO threshold figure would be expected to be 35mph for Devonshire and Pursley Roads.

Personal Injury Accidents (PIAs)

- 9.1.6 It therefore makes sense to also consider the accidents' trend at this location. The corresponding pedestrian-related PIAs recorded for this location in the last 3 years prior to removal, 12 months prior to removal, and for the period after removal have been checked and are summarised in Table 3 below.

Table 3	01.09.08 to 31.08.11 (36 months)	01.09.10 to 31.08.11 (12 months)	01.10.11 to 30.09.12 (12 months)
Slight	2	1 (involved a bicycle)	1
Serious	1	Nil	2
Fatal	None	None	None
Totals	3	1	3

- 9.1.7 While the Police may have details for more recent incidents, highway authorities in London often have to wait for the data to be validated and updated in the system. As a result at the time of writing the database goes up to 30 September 2012 and therefore yields the 12 months 'post-removal' data that is available so far.

- 9.1.8 In order to ensure a fair mechanism for allocating the limited resources at disposal, the existing traffic management budget (TMB) approach considers

accidents record when investigating locations that could benefit from traffic management measures. The criteria is deemed fair and by addressing and prioritising those locations with adverse accident records, ensures that Barnet are able to meet their statutory obligations under the Traffic management Act 2004. Residents often misconstrue this approach and accuse Barnet of waiting for an accident before action can be taken which is misleading.

9.1.9 From the above post removal PIA data, it is not possible for any meaningful conclusions to be drawn as the available data in Table 3 does not yield itself to statistical analysis. No discernible trend in terms of causation factors, or such parameters as whether incidents occurred in the dark/light, wet/dry etc is yet apparent.

9.1.10 Accordingly, it is not possible to establish a direct co-relation between the absence of humps and the 3 recorded and related incidents occurring in the period after the features have been removed. By way of example, 1 of the incidents involved driver error on the part of the emergency vehicle misjudging the other's signals, the second involved a cyclist crossing in front of a car while the third involved a driver pulling from the kerbside into the path of another vehicle. The common factor to all three incidents regarding probable causation is attributable to 'failed to look properly' which would be a 'driver error' not easy to mitigate via design measures.

Traffic Management Measures

9.1.11 The member item requests for measures such as width restrictions for this road. However, it has to be noted that width restrictions are a form of traffic management measure that can be used under very limited circumstances and not as a substitute for road humps for example. Existing guidelines allow for the consideration of width restrictions where certain vehicle categories have to be prohibited from using a road for either i) environmental reasons, or ii) restrictive road width. Both these conditions are not likely to be met for Devonshire and Pursley Roads.

9.1.12 Typical measures with the intent to specifically to address speeding would include **Vertical deflection traffic calming** (Road Tables, humps, tapered edges, entry treatments, rumble strips, road cushions, raised rib Markings), **Horizontal deflection traffic calming** (examples include chicanes, pinch-points, islands / hatching, gateways, change of road surface colour, over-run areas) and **Other variations** such as one or more of the above used in combination and/or vehicle-activated signs, 20mph zones and 20mph limits.

10 Officers' recommendations:

10.1 In light of the above, officers would not normally be putting forward any recommendations for related measures on Devonshire & Pursley Roads when guided by the existing traffic management procedure.

10.2 Therefore the Sub- Committee are being asked to;

- i) Be mindful of the Council's current approach to traffic calming**
- ii) Decide whether or not suitable vertical and/or horizontal deflection measures ought to be considered for Devonshire & Pursley Roads,**

- iii) **Decide, if measures are recommended, which of the specific methods of traffic management measures highlighted are preferred and therefore need to be formally considered.**
- iv) **Instruct, if specific measure(s) are preferable, the Director for Place to proceed to a detailed design and public consultation with a view to implement subject to availability of resources.**

CFO – MC
Legal – PR

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Meeting	Hendon Area Environment Sub-Committee
Date	13 March 2013
Subject	Feasibility Study of Traffic Management Measures and Pedestrian Facilities on Lawrence Street NW7
Report of Summary	Director for Place The report reviews the necessity for traffic calming measures and pedestrian facilities on Lawrence Street and outlines findings of the preliminary investigations.

Officer Contributors	Themba Nleya
Status (public or exempt)	Public
Wards Affected	Mill Hill Ward
Key Decision	No
Reason for urgency / exemption from call-in	N/A
Function of	Executive
Enclosures	Appendix A – Drawing
Contact for Further Information:	Themba Nleya 0208 359 4198

1. RECOMMENDATIONS

- 1.1 That the Sub-Committee note the outcome of the investigation into the feasibility of providing traffic calming measures and pedestrian facilities on Lawrence Street as presented in this report.**
- 1.2 That this Sub-Committee instructs the Director for Place, subject to availability of funding and a satisfactory consultation outcome, to implement the following;**
 - Installation of four vehicle activated signs (VAS) at locations shown on drawing 60670C,**
 - Installation of a pedestrian island on Lawrence Street to accord pedestrians the opportunity to cross the road in two stages, the works to include carriageway widening and the introduction of a new footway construction to link proposed crossing point to the existing footpath**
- 1.3 That any objections from the formal consultation be addressed by the Director for Place in consultation with the Cabinet Member for Environment.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 The Hendon Area Environment Sub-Committee on 16 October 2012 considered the local ward member Councillor John Hart's representation and noted his concerns regarding road safety within Lawrence Street NW7. The Sub-Committee instructed the investigation of methods of traffic calming measures.**

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 Introducing traffic management measures in the borough will contribute to the Corporate Plan priority "A Successful London Suburb" by enhancing Barnet's reputation as a good place to work and live.**
- 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 consider the issues involved are likely to give rise to policy considerations as any proposed measures would then have to be considered for the rest of the borough and may have a major impact on traffic flow especially from the consideration of Emergency Services.**

- 4.2 There would 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.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The introduction of traffic calming measures on Lawrence Street would minimise the risk of vehicle to vehicle and/or vehicle to pedestrian collisions on a relatively busy road and particularly benefiting vulnerable users such as the elderly, physical or visually impaired.

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

- 6.1 **Finance** Any measures that may be preferred will be sought to be accommodated within the 2013/14 or future Traffic Management and Road Safety allocations.
- 6.2 **Procurement** The highway works would be procured through the borough's highway term contracts.
- 6.3 There are no **Staffing, IT or Property** implications arising out of this report.

7. LEGAL ISSUES

- 7.1 The Traffic Management Act 2004 places an obligation on authorities to ensure the safe and expeditious movement of traffic on their road network.
- 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 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.

9.0 Background

- 9.1.1 The feasibility of a formal pedestrian facility on Lawrence Street has been investigated due to pedestrian accessibility concerns raised by the local ward member Cllr John Hart in the form of a members' item that summarises the current status quo;

'Lawrence Street in Mill Hill lacks a crossing particularly near the Mill Hill circus roundabout. There is a short cut through St Josephs fields to Birkbeck Road which many people use to access schools and homes, however to reach the beginning of this residents have to cross Lawrence Street. In the mornings at school time this road is extremely busy due to the road being used as a rat run in fact the road is busy all day combined with the bends in the road and cars

speeding down the hill this makes it hazardous to cross. Residents feel this is an accident waiting to happen and call upon Barnet Council to carryout a feasibility study for a crossing to be installed.'

9.1.2 Concerns were also raised about speeding on Lawrence Street by a local Councillor in the form of a members item that requests that the Sub-Committee:

- *consider traffic calming measures for Lawrence Street, NW7.*

9.1.3 Lawrence Street has an uncontrolled pedestrian crossing and a pedestrian refuge island where it enters Mill Hill Circus roundabout. As pedestrians have to use their own initiative to cross it in two stages while contending with two lanes in each direction at this point, it therefore accords the least crossing opportunities of all the arms of Mill Hill Circus roundabout.

9.1.4 Unlike the other arms of the Mill Hill Circus roundabout, the Lawrence Street arm does not benefit from traffic signals. The combination of the above means pedestrians with reduced mobility or the partially impaired may not be able to fully utilise the breaks in traffic flow stream at the existing island. Heavy flows are experienced during peak periods but this difficulty would apply only for the southbound stream as northbound traffic entering Lawrence Street from Mill Hill Circus is controlled by TfL-owned signal equipment and therefore crossing that half of the road is more bearable.

9.1.5 This section of Lawrence Street belongs to Barnet who are the highway authority. However, as the traffic authority is Transport for London, this therefore makes this section be subject to the red route parking restrictions.

9.1.6 Due to the presence of a bend between Uphill Road and Victoria Road which would impair visibility, the next ideal location for consideration of a pedestrian facility in the vicinity would be between Uphill Road and Uphill Grove. This location would accord a desire line for those users who walk *'through St Joseph's fields to Birkbeck Road... ..to access schools and homes'*.

9.1.7 Lawrence Street was resurfaced in 2006 and assessments carried out at that time did not recommend for the traffic management measures to be retained. As a result the humps were not replaced.

9.1.8 Following the recent speeding concerns further speed surveys were carried out in September 2012. A summary of the formal speed surveys that was carried out during September on clear school calendar days is shown on Table 1 below.

9.1.9 **Table 1** : Average 85%ile Speeds Over the 5 Weekday period (7am to 7pm)*

Table 1	Northeast bound (mph)	Southwest bound (mph)
10/09/2012	34.1	37.6
11/09/2012	33.9	37.9
12/09/2012	34.0	37.9
13/09/2012	33.9	38.0
14/09/2012	33.6	38.2
Average	33.9	37.9

**The eighty-fifth percentile (85%ile) speed is the speed at which 85% or the vehicles using that road travel at or below. It is nationally used benchmark by highway authorities and gives an indication of the extent of speed/trends at a given location.*

9.1.10 At the same time an assessment to gauge pedestrian demand was also conducted at the location on Lawrence Street between Uphill Road and Uphill Grove to inform the feasibility study. The pedestrian demand at the location has been found to be very low in relation to the number of crossing opportunities that are available. However as table 1 above will show, the south-west bound speeds require possible intervention.

9.1.11 The corresponding pedestrian-related personal injury accidents (PIAs) recorded for this location for the last 3 years, this being the standard assessment period, have been checked and are summarised in Table 2 below.

Table 2	Lawrence Street PIA 01.09.08 to 31.08.11 (36 months)	
Slight (2 incidents)	(15.08.11@0948hrs) (19.10.11@1637hrs)	- V1 pulled out and turned right in front of V2 and caused collision - V1 encroached onto opposing lane at the bend and collided with V2
Serious (1 incident)	(06.04.11@0550hrs)	Pedestrian ran out into path of V1 from nearside and was hit
Fatal	None	N/A
Totals	3	

9.1.12 In order to ensure a fair mechanism for allocating the limited resources at disposal, the existing assessment criteria focuses on PIAs and is therefore designed to address or mitigate related PIAs by prioritising and ensuring those locations with adverse accident records are targeted. Residents often misconstrue this approach and accuse Barnet of waiting for an accident to happen before action can be taken which is misleading.

9.1.13 Table 3 provides a summary of the officer’s field assessment relied upon to make a recommendation.

Table 3: Lawrence Street (between Uphill Road & Uphill Grove) – Feasibility Study Outcome To Review Pedestrian Facilities, Sight lines and Speeds	
Pedestrian facilities & Sight lines	<ul style="list-style-type: none"> • Due to the existing footpath linking Lawrence Street and Birkbeck Road, the assessed location provides a natural location that lies on the pedestrian desire line. • Any formal crossing here would require a pedestrian guardrail to prevent pedestrians or children straying directly

	<p>onto the live carriageway, and also for part of the grass verge to be constructed into a footpath</p> <ul style="list-style-type: none"> • Visibility along Lawrence Street at this location is good in both directions • The posted speed limit is 30mph • The recorded 85%ile speeds, as is shown above particularly for south-west bound being in excess of 35mph, discount a zebra crossing as an option unless other complementary traffic management measures are put in place. • National guidelines do not recommend a zebra crossing where 85%ile speeds exceed 35mph. • Footfall has been found to be low such that no further computations (PV2) could be carried out. • Although the demand for a pedestrian facility is not deemed high in terms of numerical counts, the pedestrian incident appears to suggest for those users wishing to cross this road, pedestrian facilities ought to be considered in light of the recorded speeds.
Speed surveys	<ul style="list-style-type: none"> • Surveys were carried out at this location between 10 and 17 September 2012 inclusive but the analysis has focussed on those recorded speeds occurring the daylight period Monday to Friday 7am to 7pm as this is the period that would be expected to coincide with high pedestrian activity and school footfall in general. • The recorded average 85%ile speeds over the 5 weekdays from 7am to 7pm for north-east bound and south-west bound were 33.9 mph and 37.9 mph respectively. • While the figure for the southbound traffic streams would suggest a possible mitigation and/or targeted enforcement, the opposing traffic stream is compliant to speeds. A typical traffic calming scheme with vehicle activated signs (VAS) at strategic locations on Lawrence street is as shown on drawing 60670 C.
Related PIAs	<ul style="list-style-type: none"> • There is 1 incident involving a pedestrian recorded in the last 36 months

9.1.14 When viewed in the context of the current approach to traffic management requests, the location does appear to meet the criteria for the below recommendations to be put forward as a candidate for funding.

9.1.15 The anticipated cost for 4 new vehicle activated signs, carriageway widening and the pedestrian island is £30 000 at current prices including officer time.

10 **Officer Recommendations:**

10.1 Therefore it is recommended the committee instruct the Director for Place to proceed to a detailed study and public consultation with a view to implementing the following subject to availability of resources;

- **Installation of four vehicle activated signs (VAS) at locations shown on drawing 60670C**
- **Installation of a pedestrian island to accord pedestrians the opportunity to cross the busy road in two stages**
- **Widening the carriageway around the proposed pedestrian island so as to achieve the minimum lane widths for the bus route, and**
- **Introducing a new footway construction to link proposed crossing point to the existing footpath**

CFO – MC
Legal – PR

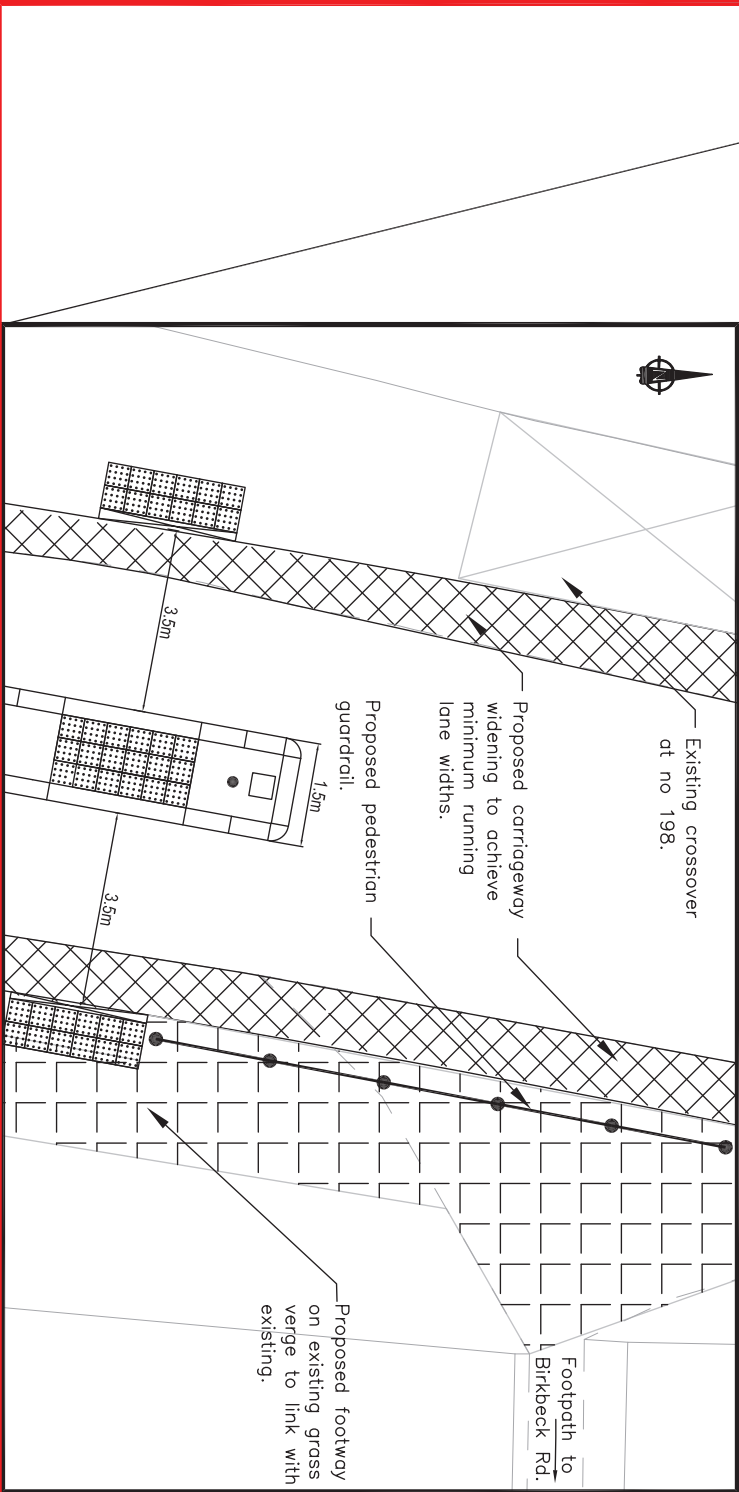
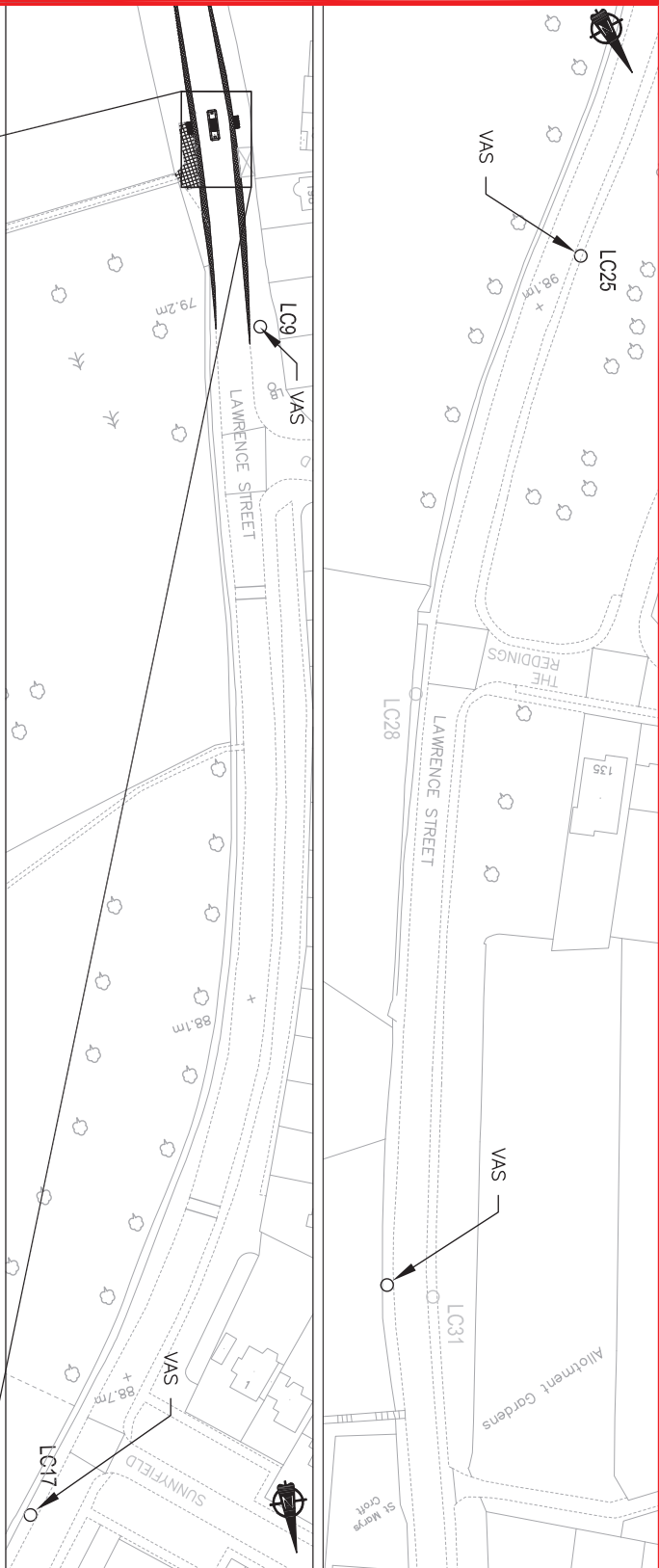
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NOTES:-

VAS _____



Proposed Sign.



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Revision and Date	Description	Initial

Pam Wharfe
Director for Place

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



DESIGN TEAM

SCHEME:
TRAFFIC_MANAGEMENT_SCHEME
LAWRENCE_STREET_NW7
MILL_HILL_WARD

TITLE:
TRAFFIC_SIGNS_AND
PEDESTRIAN_SAFETY_IMPROVEMENTS

Scales: NTS Date: FEB. 2013

Initiated: NR Drawn: TN Checked: LW

DRAWING NO.: 60670-C

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