

<u>MEETING</u> CHIPPING BARNET AREA COMMITTEE
<u>DATE AND TIME</u> WEDNESDAY 30TH MARCH, 2016 AT 7.00 PM
<u>VENUE</u> HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

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
1.	POLLARD ROAD TRAFFIC MANAGEMENT SCHEME	1 - 4

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Analysis of consultation results

This report provides an update regarding the outcome of the public consultation to the proposed traffic management scheme in Pollard Road, N20.

The public consultation took place from 26 February to 18 March 2016, although responses received by 21 March 2016 have been included within the evaluation. Consultation letters were hand delivered to approximately 300 households in Pollard Road, Loring Road, Myddelton Park, Queens Avenue and Oakleigh Road North (between Oakleigh Crescent and Loring Road).

Residents were asked whether or not they broadly support the scheme and if they had any particular comments in relation to the proposals. 105 responses were received, a response rate of 35%. Approximately 86% of respondents said that they were broadly in support of the proposals, although some of those who supported the scheme as a whole also provided additional comments in relation to certain elements of the scheme. Details of the responses are shown below:

Resident responses (of 105 respondents)			
Resident broadly supports scheme	Number of responses	% of respondents	Notes
Yes	91	86.6%	Respondents stated broad support but did not necessarily support all elements
No	5	4.7%	May have stated support for some elements
Not stated	9	8.5%	May have stated support or opposition to some or all individual elements

75% of the responses received were from residents of Pollard Road. Details of responses by road:

Road Name	Number of responses	% of respondents
Pollard Road	79	75.2%
Loring Road	5	4.8%
Myddelton Park	7	6.7%
Oakleigh Rd North	1	<1%
Queens Avenue	8	7.6%
Not stated	5	4.8%

The majority of the residents of Pollard Road were in favour of the scheme. Many commented that they were concerned about speeding vehicles in their road and said that they supported proposals to reduce traffic speeds and volumes. Comments were also received in support of the provision of improved pedestrian crossing points and the provision of 'at any time' waiting restrictions at the junctions with Oakleigh Road North and Myddelton Park.

In relation to the particular scheme elements, the main comments and concerns received were as follows:

- **Mini roundabout** – few comments were received on this element, although some residents observed that vehicles currently cut across the roundabout and the proposal may help to deter this behaviour. One resident suggested that the roundabout should be raised further, however another expressed concern that raising the height may make turning manoeuvres difficult for larger vehicles.
- **Kerb build-outs** – a number of residents expressed concerns that there may be an impact on traffic flows into and out of Pollard Road, particularly at peak times, which may lead to increased congestion in the area, particularly on Oakleigh Road North.
- **Speed cushions** – several residents were concerned about whether there would be any loss of parking spaces due to the speed cushions, although officers have advised that residents would be able to park alongside the cushions and no reduction in parking opportunity is anticipated. Some residents had concerns that the cushions may disrupt traffic flow in the road, with one concerned about access by emergency service vehicles and another concerned that they may pose a danger to cyclists and motorcyclists. Another resident felt that they can cause damage to tyres and suspensions and suggested that full width road humps may be preferable. Some comments were made concerning maintenance of the cushions.
- **Waiting restrictions** – although there was positive feedback regarding the proposal to introduce ‘at any time’ waiting restrictions, and many residents felt that they were necessary to improve sightlines, particularly at the junction with Oakleigh Road North, some comments were received regarding the extent of the restrictions and the potential impact on residents parking. One resident commented that the restrictions are not necessary at the Myddelton Park end of the road as they did not believe that obstructive parking is a problem there, and suggested that the space is needed for residents and their visitors to park. However another resident felt that the sight line north along Myddelton Park from Pollard Road is at times impaired by parked vehicles and a suggestion that the ‘at any time’ waiting restrictions at this junction should be extended further up Myddelton Park to improve visibility. There was also a comment that waiting restrictions would be beneficial at the junction of Queens Avenue and Myddelton Park. A further comment suggested that greater enforcement of the restrictions is necessary, particularly during school start and finish times.

Some residents felt that the measures may not be sufficient to deter the use of Pollard Road as a cut through, and suggested further measures be implemented such as a 20mph speed limit, speed cameras, one-way working, full width road humps and width restrictions. There was also a suggestion for signal controls at the junction of Pollard Road and Oakleigh Road North, and for a controlled pedestrian crossing.

The main concerns raised by those residents in neighbouring roads related to the potential impact of the scheme on the surrounding area. Some respondents were concerned that there may be increased traffic on Myddelton Park or that traffic that currently uses Pollard Road may divert onto Loring Road. One resident felt that there may be increased traffic on other nearby roads such as Manor Drive, Oakleigh Road North, Church Way and Russell Lane. Comments were also received regarding school-time related congestion in the area, and concerns that the proposals in Pollard Road may force more traffic to the Myddelton Park junction with Oakleigh Road North. A number of residents suggested that additional measures be considered within the area, particularly in Loring Road.

In view of the responses received during the public consultation, and the fact that the majority of respondents support the proposals, it is recommended that the Pollard Road traffic management scheme is implemented. With regard to requests for additional traffic management or parking measures within the area, it is suggested that the scheme is monitored following implementation and consideration may be given to further measures should they be deemed necessary.

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