
Meeting	Chipping Barnet Area Environment Sub-Committee
Date	22 October 2013
Subject	Woodhouse (Slip) Road N12 – Safety & Traffic Management Review
Report of	Director for Place
Summary	The report outlines the feasibility study findings into the introduction of road safety measures on the slip road outside the shops between Ashurst Road and Horsham Avenue N12.

Officer Contributors	Themba Nleya, Senior Engineer (Traffic & Development)
Status (public or exempt)	Public
Wards Affected	Coppetts Ward
Key Decision	Not Applicable
Reason for urgency / exemption from call-in	Not Applicable
Function of	Executive
Enclosures	Drawing 60709-P-001
Contact for Further Information:	Themba Nleya 0208 359 4198

1. RECOMMENDATIONS

1.1 That the Committee;

- a) notes the petition from residents and business owners objecting to any option for measures that would reduce parking options at this location;
- b) having noted there are extenuating circumstances for this location due to of the specifics of the road layout and incidental vehicle/pedestrian collisions occurring, decide to set aside the wider and general Barnet approach to traffic management measures;

1.2 That the subject to 1.1 above agree to recommend dropped kerbs and kerb build-out as set out in this report.

1.3 Subject to the above, instruct the Director for Place to advise the public of the proposed measures with a view to implement.

2. RELEVANT PREVIOUS DECISIONS

- 2.1 The Chipping Barnet Area Environment Sub-Committee meeting on 13 March 2013 admitted an item from the Chipping Barnet Residents Forum regarding concerns with the number of accidents involving pedestrians on Woodhouse Slip Road and resolved that officers should investigate the location and recommend back to the next appropriate sub-committee any measures that seek to address the concerns .

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 consider the issues involved are likely to give rise to policy considerations as although the proposed measure in the form of a kerb build-out provides the desired respite, the introduction of vertical and horizontal deflection features in general is not currently supported by the current administration and may therefore set a precedent that forces a 'policy' change. The impact on parking availability is likely to be negative and unacceptable particularly to the businesses directly affected.

- 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 management measures on the service road of Woodhouse Road N12 in the form of a build-out provides a perceptible and visual deterrent to speeding as well as providing a safe pedestrian crossing facility with improved sightlines for any pedestrians who wish to cross the slip road and particularly benefiting users with mobility impairments, schoolchildren and other pedestrians using local shops .

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

- 6.1 **Finance** The scheme is funded from the current financial year 2013/14 LIP Traffic Management and Road Safety allocation. The total estimated cost for introduction of the measures is estimated at **£5,000** and will be contained within the LIP allocation.
- 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 The Council's 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 Individual Barnet's residents have been independently raising safety concerns pertaining to Woodhouse Road Slip Road London N12 and this culminated in the matter being discussed at the Chipping Barnet Residents Forum on 13 March 2013 Issue 2 and 4.
- 9.2 Officers conducted initial assessments and met with traders, residents, the Safer Neighbourhood Team and the local Ward Member on 24 January 2013 to discuss the areas of concern.

9.3 Following the site meeting, a petition was then received by the Council, dated 13 February 2012, signed by 214 shop owners, residents and shoppers against the implementation of any parking restrictions in the vicinity of 181 - 231 Woodhouse Road, N12.

9.4 At the Residents Forum, the matter was escalated to the Area Environment sub Committee who resolved that officers should investigate the location with a view to addressing the concerns where appropriate and report back to the next appropriate meeting of the sub-committee.

9.5 Site Description – Foreword

9.5.1 Table 1 below summarises the existing location, road layouts and identified concerns.

Table 1: Woodhouse Slip Road, N12 Between Ashurst Road and Horsham Avenue – ONE-WAY AND VERTICAL DEFLECTION FEASIBILITY STUDY	
Site Description	<p>Woodhouse Road N12 is part of the borough's primary 'A' road network and running roughly parallel to the A406 North Circular Road. Therefore it takes significant traffic including handling spill-over from the A406, especially during congested periods.</p> <p>Between the busy Friern Barnet Lane junction and Horsham Avenue, in addition to the main carriageway there is a parallel slip/service road that is vital in serving the needs of the retail businesses. The slip road is already one-way east-to-west. Crucially it also provides kerbside parking spaces that are otherwise impossible to have on the main carriageway and parking demand is high.</p> <p>Between the slip road and the main carriageway is a footpath hosting a bus stop serving 3 bus routes. The bus shelter coincidentally happens to be directly outside a popular newsagent and other shops frequented by school children.</p>
Pedestrian Activity, Traffic and Speeds	<p>In addition to the busy bus stop, the type of shops at this location include a hair salons, chip shop, post office etc and pedestrian footfall is significant.</p> <p>The slip road is subject to the national speed limit of 30mph and has two access points for pedestrians with tactile paving/dropped kerbs. However most people and school children frequent the newsagent/bus stop and the layout is such that the two pedestrian access points re not taken advantage of. Further the high parking demand often means school children and pedestrians often dart from the shops in-between parked cars to catch a bus.</p> <p>Informal speed assessments on the slip road have been conducted and it has not been considered necessary to carry out further surveys as preliminary investigations did not appear to highlight</p>

	speeding as a concern.
Visibility	Due to high parking demand and parked cars, forward visibility for any driver using the slip road is often compromised. It is unlikely that removing some designated parking bays in order to improve visibility will be acceptable to residents due to consequential loss of parking space.
PIAs	At this location, slip road and main carriageway combined, there have been five incidents involving a 'pedestrian running/crossing/stepping into path of vehicle' with two 'serious' and three 'slight' during the 3 year period up to 31/05/2013.
Identified concerns	Poor forward visibility; Need to consider measures that convey a throttling effect in order to encourage even lower speeds.

'Kerb build-out and dropped kerbs' Proposal

9.5.3 The proposed measures are shown on drawing 60709-P-001 in Appendix A.

9.5.4 When assessed within the context of Barnet's traffic management approach the location does not meet the standard and would not normally qualify for measures. However, given that the slip road is not part of the main carriageway and is therefore a unique location where it is feasible to introduce measures, it may be treated as an exception.

9.5.5 Parking demand on the one-way service/slip road is high such that shoppers and school children inside shops often dash in-between parked cars to catch a bus that may suddenly arrive at the bus stop. Consequently, the two existing pedestrian access points are often not taken advantage of thus increasing the likelihood of pedestrian/vehicle conflicts on the slip road.

9.5.6 Council may therefore take a view that the proposed introduction of a build-out and dropped kerbs to mirror what already exists either side of the target location will therefore have minimal visual intrusion.

9.5.7 The recommendation being put forward is seen by officers as a relatively cheaper and cost effective way of dealing with the speeding and pedestrian crossing concerns while retaining the existing road layout and traffic flow arrangement.

10 List of background papers:

10.1 None

Cleared by Finance (Officer's initials)	AD
Cleared by Legal (Officer's initials)	AK