

	<h2>Chipping Barnet Area Committee</h2> <h3>21 October 2015</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Victoria Road Area Traffic Management Scheme – Revised Option 2</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Commissioning Director - Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>East Barnet</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix A - Outline design drawings: CS/75844/03/OPTION 2/FIG 7 Rev. A (for existing option 2 – Figure 7)</p> <p>Appendix B - CS/75844/03/OPTION 2 Rev. C (for Revised Option 2 )</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Lisa Wright, Traffic and Development Manager, Traffic and Development 020 8359 3555</p>

<h2>Summary</h2>
<p>This report informs the Chipping Barnet Area Committee of revised Traffic Management Option 2 for Victoria Road including junctions with A110 East Barnet Road (S), Warwick Close, Victoria Close, Margaret Road (E and W), Park Road, Glyn Avenue, Albert Road and A110 East Barnet Road (N).</p>

<h2>Recommendations</h2>
<p><b>1. That the Chipping Barnet Area Committee note the intention to address traffic management concerns on Victoria Road, Margaret Road and the targeted junction locations with A110 East Barnet Road (S), Warwick Close, Victoria Close, Margaret Road (E and W), Park Road, Glyn Avenue, Albert Road and</b></p>

**A110 East Barnet Road (N);**

- 2. That the Chipping Barnet Area Committee be mindful of the Councils current approach to traffic calming;**

- 3. That the Chipping Barnet Area Committee subject to the revised Option 2 being agreed the delegate to the Commissioning Director for Environment be delegated to proceed with commissioning a detailed design and associated public consultation with a view to implementation when resources are in place and following liaison with local ward members.**

**Revised Option 2 (Drawing No. CS/75844/03/OPTION 2 Rev. C)**

- **7.5T Weight Limit Order on Victoria Road;**
- **“Unsuitable for large vehicles” signs on East Barnet Road for HVG the avoid using Victoria Road.**
- **20mph Limit covering the full length of Victoria Road, Margaret Road East and West and the southern section of Park Road from its junction with Crescent Road;**
- **New Vehicle Activated Signs erected along Victoria Road and Margaret Road with associated slow down message and slow carriageway markings;**
- **Existing advisory speed limit signs to be removed along Victoria Road.**
- **Increase section of Double yellow line at the on Victoria Road at the junction with Margaret Road (northwest side)**
- **Improved visibility at the junction of Alexander Close**
- **Improved visibility at the Victoria Road/East Barnet Road junction (South).**
- **Bollard on the footway at the following locations:**
  - **Between 131 and 133**
  - **Bollard outside 123**
  - **Bollards by Victoria Avenue opposite 179 and continuing to the end of the road.**

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 Concerns have been raised by local residents and Councillors regarding vehicle speeds, pedestrian safety, rat running and inappropriately sized vehicles on Victoria Road. There are local concerns regarding the lack of formalised pedestrian crossing points, particularly in relation to the use by school pupils.
- 1.2 Victoria Road is an urban two lane single carriageway subject to a 30mph speed limit with footways to both sides, bounded (for the most part) by private housing with the carriageway typically measuring 5.7m wide. The studied section of Victoria Road is approximately 750m in length and incorporates junctions with A110 East Barnet Road (S), Warwick Close, Victoria Close, Margaret Road (E and W), Park Road, Glyn Avenue, Albert Road and A110 East Barnet Road to the north western end. There is also a pedestrian footpath intersecting Victoria Road, to the east of the Albert Road junction that

links with an adjacent park that is used extensively by pupils travelling to and from a local comprehensive school (JCoSS). There is extensive on street parking along the majority of Victoria Road that narrows the useable carriageway width to a single lane over most of its length.

- 1.3 The London Borough of Barnet commissioned a Traffic Management Study to address the concerns of local residents and Councillors by proposing options to reduce the danger from through traffic with minimal adverse effects on overall traffic flows and to improve pedestrian movements. The study assessed the existing arrangements on site, analysed accident data, undertaken traffic speed and volume data collection and undertaken pedestrian usage and crossing counts.
- 1.4 At the 12 February 2015 Chipping Barnet Area Committee, the Committee discussed the proposed Options and recommended Option 2 for approval. This Option was included in the 2015/16 Local Implementation Programme (LIP) programme which was agreed by the Environmental Committee in the January 2015.
- 1.5 The existing Option 2 (Figure 7) incorporate the followings measures which are outlined in more detail in the 12 February 2015 Chipping Barnet Area Committee - Victoria Road Area Traffic Management Scheme:
  - Pedestrian improvements on Victoria Road;
  - 7.5T Weight Limit Order on Victoria Road
  - 20mph Limit covering the full length of Victoria Road, Margaret Road East and West and the southern section of Park Road from its junction with Crescent Road. (The 20mph zone will be self-enforcing utilising a series of asphalt speed cushions One-way system on the eastern length of Margaret Road and the southern link of Park Road from the Crescent Road junction;
  - Mini-roundabout at the junction of Victoria Road/Park Road;
  - Improved visibility at the junction of Alexander Close
  - Improved visibility at the Victoria Road/East Barnet Road junction.
- 1.7 Following the Committee, Ward Member and local residents (who were involved in the initial request for a Traffic Management Scheme on Victoria Road) raised concerns regarding a number of elements of the proposed Option 2 including the one-way element.
- 1.8 As a result Ward members requested that Option 2 was slightly amended prior to the public consultation. A meeting was held to discuss the proposed amendments and they have reviewed the revised proposals. The Option has been revised to include any feasible elements.
- 1.9 The revised scheme includes the following and is shown on Drawing No. CS/75844/03/OPTION 2 - Rev. C.

## Revised Option 2 (Drawing No. CS/75844/03/OPTION 2 Rev. C)

- 7.5T Weight Limit Order on Victoria Road;
- “Unsuitable for large vehicles” signs on East Barnet Road for HVG the avoid using Victoria Road.
- 20mph Limit covering the full length of Victoria Road, Margaret Road East and West and the southern section of Park Road from its junction with Crescent Road;
- New Vehicle Activated Signs erected along Victoria Road and Margaret Road with associated slow down message and slow carriageway markings;
- Existing advisory speed limit signs to be removed along Victoria Road.
- Increase section of Double yellow line at the on Victoria Road at the junction with Margaret Road (northwest side)
- Improved visibility at the junction of Alexander Close
- Improved visibility at the Victoria Road/East Barnet Road junction (South).
- Bollard on the footway at the following locations:
  - o Between 131 and 133
  - o Bollard outside 123
  - o Bollards by Victoria Avenue opposite 179 and continuing to the end of the road.

1.10 On Committee approval of the revised Option 2 the scheme will be progressed to public consultation and implementation. If any objections, that cannot be incorporated into the revised proposal, are received this will be reported back to the January 2016, Chipping Barnet Area Environment for resolution.

1.11 The estimated implementation cost of the revised Option 2 £98,266 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1).

## **2. REASONS FOR RECOMMENDATIONS**

2.1 The revised Option 2 outlined in this report seek to address the concerns of local residents and provide infrastructure to mitigate against on site observations and those issues identified within the accident, traffic and pedestrian analysis.

2.2 It should also be noted that the proposed development towards the western end of Victoria Road could have an impact on the volume of vehicle and pedestrian traffic. This is being assessed as part of the planning application and S106 agreement. Additional measures may be required on Victoria Road between the junctions of A110 East Barnet Road (North) and Park Road and should be based on projected traffic volumes but have not currently been included in this localised traffic calming on this section of Victoria Road.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 Alternative options were considered as part of the 12 February Committee but were not progressed on the Committee recommendation.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 Post decision implementations will depend on the decision taken by the Committee.

### **5. IMPLICATIONS OF DECISION**

#### **5.1 Corporate Priorities and Performance**

- 5.1.1 The Council's Corporate Plan states in its strategic objectives that it will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. The plan also acknowledges that the future success of the Borough depends on effective transport networks.

- 5.1.2 The Council's Health and Wellbeing Strategy aims to promote a healthy and independent life for its residents. Making improvements to the pedestrian environment could help improve health and wellbeing by encouraging residents to make journeys by foot.

- 5.1.3 The measures also dovetail with School Travel Plan initiatives that Barnet support in order to create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of school travel.

#### **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

- 5.2.1 The estimated cost of this scheme is £29,800. The scheme will be funded from LIP funding for School Travel Plan schemes.

- 5.2.2 The revised scheme will not be completed within the 2015/16 financial year, so work in 2016/17 will be subject to agreement of 2016/17 budgets.

- 5.2.3 Any additional maintenance or operational costs (e.g. affecting street-lighting or street-scene operations) will be considered via delegated powers once the design has been finalised.

- 5.2.4 Procurement of the works would be via the existing London Highways Alliance Contract.

#### **5.3 Social Value**

- 5.3.1 None in the context of this report.

## **5.4 Legal and Constitutional References**

5.4.1 There are no legal references in the context of this report.

5.4.2 The Council's Constitution Responsibility for Functions: Area Committees discharge various functions including highway use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

5.4.3 There are no legal references in the context of this report. Area Committees may take decisions within their terms of reference provided that it is not contrary to council policy, the work of the licensing committee or out of budget.

5.4.4 The Traffic Management Act 2004 places obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.4.5 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984

## **5.5 Risk Management**

5.5.1 None in the context of this report. Risk management may be required for work resulting from this report.

## **5.6 Equalities and Diversity**

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people from different groups
- foster good relations between people from different groups.

5.6.2 Proposed changes associated with the design options for the Victoria Road Traffic Management Study are not expected to disproportionately disadvantage or benefit members of the community.

## **5.7 Consultation and Engagement**

5.7.1 Consultation and engagement with residents and Ward Councillors will be undertaken following selection of a preferred design by the Sub Committee and authorising Officers.

## **5.8 Insight**

5.8.1 The options developed for the scheme were informed through analysis of injury accident data and traffic survey data as set out in the previous report.

## **6. BACKGROUND PAPERS**

- 6.1 The Victoria Road Traffic Management Scheme Report of the 12 February 2015 Chipping Barnet Area Committee (<http://barnet.moderngov.co.uk/documents/s21079/Victoria%20Road%20Area%20Traffic%20Management%20Scheme.pdf>) and the recommendation to proceed with Option 2.