

	<p style="text-align: center;">Finchley and Golders Green Area Committee</p> <p style="text-align: center;">13 January 2016</p>
<p style="text-align: right;">Title</p>	<p>Update Report on outstanding Committee items for Woodhouse Road, Beechwood Avenue, Crescent Road and Regents Park Road.</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: right;">Wards</p>	<p>Finchley Church End, West Finchley, Woodhouse</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>None</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Lisa Wright, highwayscorrespondence@barnet.gov.uk, 020 8359 3555</p>

Summary

At the 21 October 2015 Finchley and Golders Green Area Committee a report was considered that provided the Committee with an update of a review conducted on actions and matters raised at previous area committee meetings.

However it was noted that a number of actions were missing from this update so this report provides an update on these items which include:

- Woodhouse Road – Speed Restriction
- Beechwood Avenue and Edge Hill Avenue junctions with North Circular Road - Request for road closures.
- Crescent Road - Issue concerning illegal turns from Nether Street and Dollis Road
- Regent's Park Road near its junction with Spencer Close - Pedestrian refuge
- Golders Gardens – Issue was raised at the July meeting of the Area Forum for a potential change to the CPZ in the form of a petition raised by Mr David Hersh.

Recommendations

- 1. That the Committee notes the update and actions set out in this report.**
- 2. In the matter of issues concerning vehicle activated signs and speeding on Woodhouse Road.**
 - i. That the Finchley and Golders Green Area Committee notes the update provided in this report.**
 - ii. That the Finchley and Golders Green Area Committee agrees that the matter will be considered as part of the on-going investigations for a 20 mph zone on Woodhouse Road.**
- 3. In the matter of Beechwood Avenue and Edge Hill Avenue junctions with North Circular Road - Request for road closures.**
 - i. That the Finchley and Golders Green Area Committee notes the update provided in this report.**
 - ii. That the Finchley and Golders Green Area Committee either:**
 - a. decides not to proceed with the proposal or**
 - b. agrees to proceed with the Proposal to undertake the closure of roads and notes that as the expenditure of £200,000 is in excess of the £25,000 area budget limit the proposal is referred to the Environment Committee for funding consideration.**
- 4. In the matter of Crescent Road - Issue concerning illegal turns from Nether Street and Dollis Road**
 - i. That the Finchley and Golders Green Area Committee notes the update provided in this report.**
 - ii. That the Finchley and Golders Green Area Committee agrees the expenditure of £25,000 to develop and introduce the measures at three locations identified in the report, including addressing issues at the junction of Crescent Road with Dollis Road/Nether Street.**
- 5. In the matter of Regent's Park Road near its junction with Spencer Close - Pedestrian refuge.**
 - i. That the Finchley and Golders Green Area Committee notes the update provided in this report.**
 - ii. That the Finchley and Golders Green Area Committee agrees the expenditure of £15,000 to undertake development of a proposal to introduce a pedestrian refuge on Regents Park Road in the vicinity of Spencer Close.**

6. In the matter of a potential change to the CPZ in Golders Gardens

i. This issue will be added to the prioritisation list to be considered by the Environment Committee in March 2016.

1. WHY THIS REPORT IS NEEDED

1.1 At its meeting on 21 October 2015 a report was submitted providing 'An update on the review of the area committee Actions (2015-2016)'.

1.2 The Chairman introduced the report, which related to an update on the review of outstanding Area Committee actions. During the course of discussion of the report, Councillor Old moved a motion to add a further recommendation to the report, which was as follows:

- That Officers provide an update on the progress of following issues, and any potential actions that could be taken to resolve these issues, if applicable:

1. Issue concerning vehicle activated signs and speeding on Woodhouse Road.
2. A previous request for road closures of the North Circular end of Beechwood Avenue and Edge Hill Avenue.
3. Issue concerning illegal turns from Nether Street and Dollis Road into Crescent Road.
4. Issue concerning a pedestrian refuge in Regent's Park Road near its junction with Spencer Close.

1.3 This report provides an update on the above schemes with recommendations on Action to be taken.

2. REASONS FOR RECOMMENDATIONS

2.1 Woodhouse Road – Speed Restriction

2.1.1 The 2015/16 work programme includes a programme of work to develop and introduce 20mph areas around schools that had requested such a measure through their School Travel Plans. The prioritised schools included Summerside School whose travel plan identified a 20mph scheme on Woodhouse Road.

2.1.2 Development of a 20mph area for Woodhouse Road, around the schools in that area is therefore taking place during 2015/16 with implementation of this expected in 2016/17. The proposal is likely to involve provision of signage and potentially other measures to address traffic speed, that will address the issue raised.

2.2 Beechwood Avenue and Edge Hill Avenue junctions with North Circular Road - Request for road closures

- 2.2.1 A transport assessment of the impact of closure of the Tillingbourne Gardens, Beechwood Avenue and Edge Hill Avenue at the junctions with the North Circular Road has been undertaken in order to have evidence to confirm to TfL Network Assurance that the proposal will not have a significant adverse impact on the strategic road network.
- 2.2.2 Outline design options for the closures (closed with gates or bollards) have also been produced together with a budget estimate. The budget estimate for construction of the closure for the three roads is approximately £100k. This makes no allowance for detailed design costs, statutory utility diversion costs, land use issues or TfL requirements. Additional costs and contingencies to cover means that an overall budget cost of double this (i.e. £200k) would be appropriate.
- 2.2.3 A cost benefit assessment of the transport benefits of the scheme shows that these are too low for this to proceed from LIP funding in 2015/16, even though some reduction in traffic accidents on the North Circular Road may result. Future prioritisation may produce a slightly different result, but the high cost makes it unlikely that it could be justified as a future LIP funded transport scheme.
- 2.2.4 In view of the high cost of this work members may wish to consider whether other potential benefits justify the cost. However, due to the expected cost of the scheme, which is in excess of the £25,000 Area Committee Budget limit, if agreed for progression it will need to be referred up to the Environment Committee for funding approval.

2.3 Crescent Road - Issue concerning illegal turns from Nether Street and Dollis Road

- 2.3.1 A feasibility study has been undertaken to review the existing traffic management measures along Crescent Road and the pedestrian crossing arrangements for pupils accessing St Mary's School along Dollis Road and on Dollis Park.
- 2.3.2 This identifies possible proposals at three locations:
- Site 1 – along Crescent Road.
 - Site 2 – at the junction of Dollis Park and Lyndhurst Gardens and;
 - Site 3 – at the junction of Dollis Road, Nether Street and Crescent Road.
- 2.3.3 The report recommends a combination of measures with estimated works costs as below.
- Site 1 - Signing and Road Markings - £3.5k
 - Site 2 - Buildouts, Warning Signing and Road Markings - £11.5k
 - Site 3 - New Crossing Location at the Existing Buildout - £5k

2.3.4 The proposal for Site 3 - the Dollis Road/Crescent Road junction identifies:

- i. Re-positioning of the existing 'No Entry' signing to make this clearer.
- ii. Removal of redundant roundabout signing/clutter to improve visibility to cyclists.
- iii. Shortening of the existing pedestrian crossing refuge to ease left turn movements for larger vehicles (refuse vehicle, fire tender etc).
- iv. Provision of a new 'desire line' crossing point with tactile paving at the existing build-out north-west of the existing island
- v. providing a raised overrun area to discourage illegal right turn manoeuvres from Dollis Road into Crescent Road so improving pedestrian north-south crossing movements.

2.3.5 The total estimated cost for this package including an allowance for detailed design and supervision costs would be £25k. A cost benefit assessment of the transport benefits of the scheme shows that these are too low for this to proceed from LIP funding in 2015/16.

2.4 Regent's Park Road near its junction with Spencer Close - Pedestrian refuge

2.4.1 In addition to the request from a resident of Spencer Close a pedestrian refuge on Regents Park Road has also been identified as beneficial for residents of Regency House and school children in the area, particularly crossing to or from bus stops. Nevertheless a cost benefit assessment of the transport benefits of the scheme shows that these are too low for this to proceed from LIP funding in 2015/16.

2.4.2 A location to the north-east of Spencer Close appears feasible and a budget cost of £15,000 has been identified to introduce a refuge and make associated adjustments, including to parking provision, to allow this.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Woodhouse Road – Speed Restriction

3.1.1 Vehicle activated signs might be introduced separately, but this is likely to involve abortive work as they would conflict with the proposed 20mph scheme.

3.2 Beechwood Avenue and Edge Hill Avenue junctions with North Circular Road - Request for road closures

3.2.1 The committee is asked to decide whether they wish to proceed with the high cost option available or choose not to proceed.

3.3 Crescent Road - Issue concerning illegal turns from Nether Street and Dollis Road

- 3.3.1 Alternative proposals for Site 1 included introduction of traffic calming in the form of speed cushions and for Site 2 a raised junction table, a zebra crossing option or a mini-roundabout option.
- 3.3.2 These are higher cost options and officers consider they do not provide significantly greater benefits in these particular locations to justify the additional costs.
- 3.3.3 At Site 3 alternative layouts for islands and pedestrian facilities have been identified, but have disadvantages in terms of impact on larger vehicles that need to service the area or in terms of moving pedestrians further from the desire line.
- 3.4 **Regent's Park Road near its junction with Spencer Close - Pedestrian refuge**
 - 3.4.1 No alternatives have been identified other than not providing a facility, as the crossing facility has been requested at a specific location.

4. POST DECISION IMPLEMENTATION

- 4.1 Once authorised by the relevant Committee the implementation will be carried out as soon as practicable, in line with existing work programmes, and all necessary statutory requirements under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals here will particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic" and "a responsible approach to regeneration, with thousands of new homes built" by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.
- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally. The proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.
- 5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

5.2.1 Estimated costs for Crescent Road and Regents Park Road will be funded from the 2015/16 budget allocation for the Area Committee or the 2015/16 Capital allocation for Pavement Work. Environment Committee approval will be required for the funding of the Beechwood Avenue Proposal.

5.2.3 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will charge a commutable sum with the cost contained within existing budgets.

5.2.4 Procurement of the works would be via the existing London Highways Alliance Contract, Transport for London and the Council's Street Lighting provider as appropriate. The work will be carried out under the existing PFI and LOHAC term maintenance contractual arrangements.

5.3 Social Value

5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations in relation to this work.

5.4 Legal and Constitutional References

5.4.1 The Council as Highway Authority has a statutory duty to promote and improve road safety pursuant to section 39(3) of the Road Traffic Act 1988. The schemes set out in this report, to the extent they relate to road safety, have been assessed by Officers in accordance with such statutory duty.

5.4.2 The Council as Highway Authority has the necessary legal powers to make improvements to the Highway under the Highways Act 1980 and to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984 ("the 1984 Act").

5.4.2 Section 122 of the 1984 Act imposes a statutory duty on the Council to exercise its functions in relation to Traffic Management Orders so as to secure (so far as practicable having regard to the matters specified in Section 122(2) below) the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Section 122(2) specifies the matters to be had regard to as: (a) the desirability of securing and maintaining reasonable access to premises; (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and (d) any other matters appearing to the local authority to be relevant.

5.4.3 Officers have assessed the proposed Traffic Management Orders in compliance with the Council's statutory duty, and consider the proposed

orders meet the aim of Section 122 so far as reasonably practical for the reasons set out in this report.

- 5.4.4 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that Area Committees' functions include "in relation to the area covered by the Committee. Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level. These include but are not limited to: Local highways and safety schemes".

5.5 Risk Management

- 5.5.1 No risks have been identified in relation to this decision. Health and safety risks will be considered through the design and implementation process.

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

The benefits to disabled people and those more vulnerable to injury in road traffic accidents are slightly greater than to the population as a whole, but generally the proposals included within this report benefit all sections of the community and do not disproportionately affect any group.

5.7 Consultation and Engagement

- 5.7.1 Consultation and engagement with residents and Ward Councillors will be undertaken as required.

5.8 Insight

- 5.8.1 Not relevant to this report.

6. BACKGROUND PAPERS

- 6.1 21 October 2015 Finchley and Golders Green Area Committee Report - An update on the review of Area Committee Actions (2015-2016) and Area Committee the minutes and recommendations of that report.