



Chipping Barnet Area Committee

13 January 2016

Title	Victoria Road Traffic Management Scheme
Report of	Commissioning Director - Environment
Wards	East Barnet
Status	Public
Enclosures	Appendix A - Drawing No. C2015_BC/00536_15
Officer Contact Details	Lisa Wright, Traffic and Development Manager Traffic and Development, 020 8359 3555, lisa.wright@barnet.gov.uk

Summary

This report outlines the comments received from the public consultation on the proposed Victoria Road traffic management scheme.

Recommendations

1. That the Committee note the outcome of the public consultation of the proposals as outlined in this report.
2. That the Committee, having noted the above, provide instruction to the Commissioning Director for Environment to proceed to the implementation stage of the Victoria Road traffic management scheme.

1. WHY THIS REPORT IS NEEDED

- 1.1 On 21 October 2015 the Chipping Barnet Area Committee authorised the detailed design and associated public consultation of a traffic management proposal to address safety concerns raised by local residents and Ward Councillors in the Victoria Road area, EN4. This revised the proposal previously identified at the 12 February 2015 Chipping Barnet Area Committee following input from ward members and some local residents.
- 1.2 This report outlines the responses received to the public consultation on the Victoria Road traffic management proposals.
- 1.3 Residents were asked whether or not they were broadly in support of the scheme and if they had any particular comments in relation to the proposals. 30 responses were received, of these 26 residents said they were in favour of the scheme, 2 were against the proposals and 2 did not give a definitive answer. Some of those who supported the scheme as a whole had additional comments in relation to certain elements of the scheme.
- 1.4 Those who were broadly in favour of proposals commented that they approve of measures to improve congestion, reduce vehicle speeds, restrict the size of vehicles using the road and improve safety in the area. Residents also supported the provision of improved pedestrian crossing points.
- 1.5 Of those residents who said that they did not support the scheme or who did not give a definitive answer, one resident believed that the proposals were not necessary, would cause congestion and devalue their road and home. They also felt that speeds are already slow as the road is narrow and oncoming cars have to wait to pass each other. Two residents felt that the 20mph and weight restriction signage would make no difference to vehicle speeds. One resident was worried that the proposals would lead to more traffic and increased air and noise pollution on East Barnet Road.
- 1.6 Several comments were received with regard to the proposals at the Victoria Road and Margaret Road junction. Some residents welcomed proposals to increase the waiting restrictions suggesting that visibility is impaired by parking in close proximity to the junction. One resident suggested that the parking restrictions should be extended further. However, another resident was concerned about parking availability, commenting that it is already difficult for residents to park in Victoria Road and Margaret Road and one felt that restricting parking north of the junction would lead to congestion outside St Margaret's School. Two respondents felt that the extension of the waiting restrictions may lead to an increase in vehicle speeds due to improved visibility at the junction. Another respondent was concerned about vehicles failing to stop at the junction and suggested improvements to the signage at the junction. There was also a suggestion for speed humps.
- 1.7 Comments were also received with regard to the junction of Victoria Road and Park Road, that the junction is difficult to cross and that an island to assist

crossing Park Road would be helpful, that the proposed scheme did not include specific safety improvements at this junction, that banning parking on one side of the road should be considered (to assist bus manoeuvre to Crescent Road).

- 1.8 Other comments were that squaring of the corner outside Fayers may help slow traffic, Victoria Road is particularly difficult to cross in a wheelchair and concern about enforcement noting that that speed humps or pinch points would be useful in the event of non-enforcement.
- 1.9 One resident enquired about whether the 20mph limit could be extended to the entrance to Victoria Road in Park Road.
- 1.10 In addition several comments were received with regard to improvements at the west end of Victoria Road. As noted in the consultation, this area was not included in the scheme as it would be addressed separately as part of the planning process in relation to development in the area.
- 1.11 Although the response rate to the consultation was relatively low (less than 4%), the majority of those who did respond said they broadly support the proposals. It is therefore recommended that the Victoria Road traffic management scheme (revised Option 2) is implemented.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendation to progress the scheme to implementation is based on the outcome of the public consultation.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options were considered by the Chipping Barnet Committee on 12 February 2015, but were not progressed on the Committee's recommendation. Further revisions to the proposal were identified by ward members and local residents that informed the decision of the Committee on 21 October 2015 to proceed with the detailed design and public consultation of the revised proposal.
- 3.2 The only other option at this stage is to not proceed with implementation of the scheme as consulted on as suggested by a very small number of people.

4. POST DECISION IMPLEMENTATION

- 4.1 If the report's recommendations are approved, the scheme would be progressed to implementation stage.

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 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 TfL provide core funding for implementation of a borough Local Implementation Plan (LIP) including a “Corridors, Neighbourhoods and Supporting Measures” programme for addressing a range of transport issues.

5.2.2 The Environment Committee on the 27 January 2015 confirmed the 2015/16 work programme of schemes that had been agreed by TfL under this programme, prior to inclusion in the 2015/16 budget.

5.2.3 Completion of the Victoria Road Traffic Management Scheme was identified in this report as part of the work to be addressed from a general ‘Traffic Management and Accident Reduction’ work area.

5.2.4 The estimated implementation cost of this recommendation is £98,266 (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1).

5.2.5 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost fully borne by London Borough of Barnet.

5.2.6 The work will be carried out under the existing PFI and LoHAC term maintenance contractual arrangements.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Council’s Constitution, in section 15 headed “Responsibility for Functions”

(Annex A) states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

- 5.4.2 The Traffic Management Act 2004 places obligations 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.

5.5 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 The introduction of a 20mph speed limit in Victoria Road would have the effect of reducing the number of vehicles using this road and would assist in improving safety for pedestrians.

5.7 Consultation and Engagement

- 5.7.1 A public consultation on the proposals was carried out and consultation material was distributed to 800 properties in the local area. Details of the proposals were also outlined on the council's website.

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 to the Chipping Barnet Area Committee in February 2015.

6. BACKGROUND PAPERS

- 6.1 Highways Planned Improvement Programme 2015/16 – report to Environment Committee January 2015.
<http://barnet.moderngov.co.uk/documents/s20549/Highways%20Planned%20Improvement%20Programme%20201516.pdf>

- 6.2 Victoria Road Area Traffic Management Scheme – report to Chipping Barnet Area Committee February 2015.
<http://barnet.moderngov.co.uk/documents/s21079/Victoria%20Road%20Area%20Traffic%20Management%20Scheme.pdf>
- 6.3 Victoria Road Traffic Management Scheme – Revised Option 2 – report to Chipping Barnet Area Committee October 2015.
<http://barnet.moderngov.co.uk/documents/s26615/Victoria%20Road%20Area%20Traffic%20Management%20Scheme%20Revised%20Option%202.pdf>