

	<h2>Chipping Barnet Area Committee</h2> <h3>30 March 2016</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Totteridge Lane/Waitrose Entrance, N20 Traffic Management Scheme</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>Totteridge</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix - Drawing No. 086106-CAP-GEN-00-DR-D-0009</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 details the feasibility study undertaken to address the safety concerns raised regarding Totteridge Lane at its junction with the Waitrose Entrance and seek approval to proceed to detailed design, including a Road Safety Audit, of the proposals.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> <li>1. That the Committee note the detail of the feasibility study as outlined in this report and the request to agree the elements of the scheme to proceed to detailed design including             <ul style="list-style-type: none"> <li>• Double White Centre line markings;</li> <li>• Double yellow lines;</li> <li>• Area of (white line) hatching with turning gap</li> <li>• Yellow Hatch Box marking;</li> <li>• New Traffic island to the east of the junction.</li> </ul> </li> </ol>
<ol style="list-style-type: none"> <li>2. That the Committee, delegates authority to the Commissioning Director for Environment to proceed to the detailed design and report back to a future meeting of this Committee for approval to fund and implement the scheme.</li> </ol>

## 1. WHY THIS REPORT IS NEEDED

- 1.1 Concerns were raised in relation to the Totteridge Lane/Waitrose Entrance at the Chipping Barnet residents forum on 21 October 2015. The concerns were as follows:

*'Last week, we had our monthly Totteridge Residents' Association meeting. Repeatedly, the matter arises regarding this dangerous section - namely the entrance and exit to Waitrose in Totteridge Lane. Each member of our committee has either had personal experience, or knows of someone who has been involved in an accident or had a 'near miss' at this junction'.*

- 1.2 The issues were discussed at the residents Forum and the matter was escalated to the Chipping Barnet Area Committee for consideration on the same night. The Committee noted this issue, the response provided by the Council and therefore considered measures which the location could benefit from, this included the installation of a warning sign. The Committee:

*Resolved:*

*That the Committee agreed to instruct and delegated powers to the Commissioning Director for Environment to review the issue and provide Members with a report which outlines all options to improve the junction.*

- 1.3 The issue was then referred to Chipping Barnet Area Committee on 15 January 2016 for funding approval for a feasibility study to be undertaken. The Committee resolved the following:

Item 8 In the matter of the request from Councillor Stock for – Improved safety at the access to Waitrose on Totteridge Lane, N20.

- i. That the Committee notes the update provided in Appendix 1;
- ii. That the Committee agrees the expenditure of £5,000 to undertake a feasibility study;
- iii. That the committee note officers will provide a report of the findings to a future meeting of this Area Committee in 2016.

### Background

- 1.4 The issue is that the traffic approaching from the west tails back past the car park access from the signalled junction with the High Road (A1000). Some motorists that wish to turn right at the junction with the A1000, overtake the queue of waiting traffic prior to the car park access and proceed along the offside carriageway until they join the right turn lane nearer the signalled junction. The collisions are occurring on the west bound carriageway of Totteridge Lane, as vehicles exiting the car park collide with the overtaking traffic. Although the 'Keep Clear' road markings on Totteridge Lane appear to be generally respected, visibility for vehicles turning right out of the car park is

severely limited in both directions by the queuing traffic which is then compounded by the speed of overtaking vehicles.

## **Feasibility Study**

- 1.5 A site visit was undertaken on 18th December 2015. During the period between 14.55 and 15.10 at least 5 cars were witnessed performing the overtaking manoeuvre.
- 1.6 As visibility can only be marginally improved, the proposals seek to provide clearer road markings between Birley Road and the start of the right turn lane to dissuade motorists from overtaking and provide improved safety for vehicles exiting the car park.
- 1.7 A number of options have been considered from very basic road markings to an enlarged junction and a mini roundabout, both of which would require additional land take. This process resulted in the two most cost effective options being selected and sent to the Metropolitan Police Traffic Advisory Unit for their comment. Their comments have then been acted upon to produce the proposed scheme.
- 1.8 The proposal is set out on Drawing No. 086106-CAP-GEN-00-DR-D-0009. The drawing shows a layout of road markings with a hatched zone between Birley Road and the right turn lane to separate the opposing traffic flows and create a safer area between them for vehicles turning right in to and out of the car park. The side of the hatched zone nearest the east bound carriageway is delineated by double solid white lines to communicate to drivers that overtaking is prohibited.
- 1.9 Introduction of a double white line system automatically introduces a restriction on vehicles stopping. It is proposed that the double yellow lines also be extended on both sides of Totteridge lane to help avoid uncertainty among motorists, some of whom may not otherwise appreciate that it is an offence to park adjacent to double white centre line. Residents of Nos. 5-31 and 12-26 will be entitled to park off Totteridge Lane on the side roads within the new Whetstone CPZ therefore would not be unduly affected by the implementation of the Double Yellow lines.
- 1.9 It is acknowledged by the police that enforcement of the prohibition on overtaking at a level that would prevent non-compliance is impractical.
- 1.10 For this reason a traffic island has been located to the east of the car park access. It is considered that a physical obstruction prior to the right turn lane would be more effective at reducing overtaking manoeuvres than the road markings alone. The size and position of the island has been arranged such that it does not impede the path of HGV's turning right out of the car park or obstruct access via the dropped kerb to No. 7 Totteridge Lane. Although, the location of the proposed traffic island is not ideal in terms of preventing overtaking it is the only place that one can be accommodated without a detrimental effect to other road users.

- 1.11 In order to maintain and enhance visibility for exiting vehicles, the 'Keep Clear' markings will be replaced with a yellow hatched box marking with the extents moved a few metres further west and east than the existing 'Keep Clear' markings. The location of the island means that vehicles that continue to overtake may try to re-join the traffic queue in the clear area provided at the car park access. The yellow box marking would permit a level of enforcement that would not be possible for a keep clear marking if necessary. To implement the yellow hatch box marking it will be necessary to re-surface this small section of Totteridge Lane to ensure the markings are compliant for enforcement.
- 1.12 Notwithstanding the above proposal, it should be noted that the liability for safely joining Totteridge Lane still remains with the driver that is exiting the car park regardless of whether the oncoming vehicle has crossed the double solid white lines and is approaching on the outside of the stationary traffic.
- 1.13 Preventing overtaking is also likely to increase queuing on Totteridge Lane as vehicles that currently make this manoeuvre would no longer be able to do so. This would also affect some vehicles exiting the access road towards the traffic signals.
- 1.14 The Committee is requested to agree the elements of the Scheme as per Drawing No. 086106-CAP-GEN-00-DR-D-0009 including:
  - Double White Centre line markings;
  - Double yellow lines;
  - Yellow Hatch Box marking;
  - New Traffic island to the east of the junction.

And to agree a recommendation to proceed to detailed design.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The recommendation to progress the scheme to detailed design is based on the outcome of the feasibility study to improve safety at this location on Totteridge Lane.

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

- 3.1 A number of options have been considered from very basic road markings to an enlarged junction and a mini roundabout, both of which would require additional land take and are therefore cost prohibitive
- 3.2 The two most cost effective options were selected and sent to the Metropolitan Police Traffic Advisory Unit for their comment. Their comments have then been acted upon to produce the proposed scheme.

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

- 4.1 If the report's recommendations are approved, the scheme would be progressed to detailed design and implementation stages.

#### **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 The proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.

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

- 5.2.1 At Feasibility stage, detailed cost estimates cannot be provided. Notwithstanding this, indicative costs have been provided bases on schemes of a similar nature. These estimates should not be used as a budgetary figure at this stage of the design.

- 5.2.2 The cost of implementing the road marking, Yellow Box Marking (including resurfacing), double yellow line and the traffic islands will be in the region of £18,000. Funding will be requested from the 2016/17 CIL Infrastructure budget for the Chipping Barnet Area Committee when the detailed design has been completed. There is sufficient funding available from the £150,000 2016/17 Infrastructure budget when other proposed schemes are included.

- 5.2.3 The estimated implementation costs of this recommendation are (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1).

- 5.2.4 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.

- 5.2.5 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 Proposed changes associated with the proposal are not expected to disproportionately disadvantage or benefit members of the community.

## **5.7 Consultation and Engagement**

5.7.1 A public consultation (including a Statutory Consultation for the double yellow lines) will be carried out on the proposals and details of the proposals will also be 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 on site observations of the issues.

## **6. BACKGROUND PAPERS**

6.1 Chipping Barnet Residents Forum 21 October 2015

<http://barnet.moderngov.co.uk/documents/s26656/Chipping%20Barnet%20-%20Issues%20List.pdf>

<http://barnet.moderngov.co.uk/documents/g8318/Public%20minutes%2021st-Oct-2015%2018.30%20Chipping%20Barnet%20Residents%20Forum.pdf?T=11>

6.2 Chipping Barnet Area Committee 21 October 2015.

<http://barnet.moderngov.co.uk/documents/g8314/Printed%20minutes%2021st-Oct-015%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=1>

6.3 Chipping Barnet Area Committee 15 January 2016.

<http://barnet.moderngov.co.uk/documents/s28649/Progress%20Report%20on%20Approved%20Schemes%20Including%20Budget%20Update.pdf>

