

	<h2>Chipping Barnet Area Committee</h2> <h3>26 October 2016</h3>
<p style="text-align: right;">Title</p>	<p>Pollard Road -Traffic Management Scheme</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: right;">Wards</p>	<p>Oakleigh</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>Appendix 1 - Consultation results Appendix 2 – Drawing No. C2015_BC/00536_16</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Lisa Wright, Traffic and Development Manager Traffic and Development 020 8359 3555</p>

<h2>Summary</h2>
<p>This report details the public consultation on the proposed Pollard Road traffic management scheme and a recommendation for progressing the scheme to implementation.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Committee note the public consultation of the proposals as outlined in this report and the appendix to this report containing the detail of the consultation responses.

2. That the Committee, noting the Council's new Policy on Traffic Calming agree whether to progress with the implementation of the Pollard Road Traffic Calming Scheme as proposed or with amendments.

3. That the Committee, subject to 2 above, delegates authority to the Commissioning Director for Environment to proceed to implementation.

1. WHY THIS REPORT IS NEEDED

1.1 In February 2015 Councillors on the Chipping Barnet Area Committee approved the detailed design of a traffic management proposal to address safety concerns in Pollard Road, N20. The proposal aims to reduce speeds, improve pedestrian safety and deter the use of the road as a cut-through. The proposal is shown on Drawing Number C2015_BC/00536_16.

1.2 The proposal incorporates the following engineering measures:

1. Raising the central dome on the mini-roundabout at the junction of Pollard Road with Oakleigh Road North;
2. Pavement widening at the junctions of Pollard Road with Oakleigh Road North and Myddleton Park incorporating improved uncontrolled pedestrian crossing points to shorten crossing distances for pedestrians;
3. The introduction of speed cushions on Pollard Road;
4. New 'At any time' waiting restrictions (double yellow lines) at the junctions of Pollard Road with Oakleigh Road North and Myddleton Park to deter obstructive parking and improve sightlines.

1.3 The results of the public consultation in Pollard Road were originally reported to the March 2016 Chipping Barnet Area Committee, however, the matter was deferred for further consideration as the proposal included vertical Traffic Calming measures in the form of speed humps.

1.4 A report was discussed at the July Environment Committee which confirms Barnet's Policy on Traffic Calming measures.

1.5 Having considered the report the Committee:

Resolved:

- That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report.
- That the Environment Committee approved the following Policy Wording:
'Generally this Council opposes the use of vertical traffic other calming measures, but acknowledges that calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members'.
- That the Environment Committee approved the process for the Consideration of Planned Maintenance schemes set out in paragraph 2.4 and that Members be consulted with from the earliest opportunity, if required.

1.16 The recommendations were unanimously agreed by the July Environment Committee.

2. REASONS FOR RECOMMENDATIONS

Consultation Results

2.1 Consultation letters, asking whether or not residents broadly supported the scheme, were hand delivered to approximately 300 households in:

- Pollard Road
- Myddleton Park
- Queens Avenue
- Loring Road
- Oakleigh Road North (between Oakleigh Crescent and Loring Road)

2.2 The consultation dates were from 26 February to 17 March 2016.

2.3 105 responses were received, making the response rate approximately 35%. Most respondents were in favour of the proposals (around 86.6%). However, there have been a few concerns raised from residents of Loring Road and Myddleton Park. A full analysis of the responses received on a road by road basis for consideration by the Committee is in Appendix 1.

2.4 Following the approval of the Barnet Policy on Traffic Calming Measures, Ward Councillors have been consulted on their views.

2.5 Responses have been received from all three Ward Councillors,

- 1 in favour of the proposed scheme including the installation of speed cushions;
- 1 in support however, only if other options are not appropriate, and providing a precedent for vertical measures is not set in the ward; and
- 1 against the scheme including the installation of speed cushions.

2.6 The MP for Chipping Barnet has also confirmed support for the scheme including the installation of the speed cushions.

2.7 The Officer recommendation is that the scheme is implemented as proposed as shown in Drawing Number C2015_BC/00536_16.

2.8 The Committee is requested to consider the Ward Councillor and MP views in conjunction with the comments and responses received prior to making a decision on whether to proceed with the introduction of the measures either as proposed or with amendments.

2.9 If approved, the scheme will be implemented between January-March 2017.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The recommendation to progress the scheme to implementation is based on the outcome of the public consultation and Ward Councillor views.
- 3.2 Alternative options were considered by the Chipping Barnet Area Committee on 12 February 2015, but were not progressed on the Committee's recommendation.
- 3.2 The only other option at this stage is to not proceed with part of all implementation of the scheme as consulted on.

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 12 May 2016 confirmed the 2016/17 work programme of schemes that had been agreed by TfL under this LIP programme, prior to inclusion in the 2016/17 budgets.
- 5.2.3 Completion of the Pollard 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 without amended is £23,077 (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 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 on the proposals was carried out and consultation material was distributed to 300 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 Pollard Road Area Traffic Management Scheme – report to Chipping Barnet Area Committee February 2015.
<http://barnet.moderngov.co.uk/documents/s21078/Pollard%20Road%20Traffic%20Management%20Scheme.pdf>
- 6.3 Deferred March 2016 Report - Pollard Road -Traffic Management Scheme
<https://barnet.moderngov.co.uk/documents/s30807/Pollard%20Road%20Traffic%20Management%20Scheme.pdf>

<https://barnet.moderngov.co.uk/documents/g8316/Printed%20minutes%2030th-Mar-2016%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=1>
- 6.4 Traffic Calming Report – Environment Committee 13 July 2016

<https://barnet.moderngov.co.uk/documents/s33323/Traffic%20Calming%20Measures.pdf>
<HTTPS://BARNET.MODERNGOV.CO.UK/DOCUMENTS/G8634/PRINTED%20MINUTES%2014TH-JUL-2016%2018.30%20ENVIRONMENT%20COMMITTEE.PDF?T=1>