



Finchley and Golders Green Area Committee

13 June 2018

Title	Church Lane, N2- Feasibility Study
Report of	Strategic Director for Environment
Wards	East Finchley
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 - Drawings: BC/001411-04-DESIGN-01
Officer Contact Details	Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk

Summary

This report details the results of a feasibility study to investigate measures to reduce the traffic problems on Church Lane, N2 and makes recommendations for consideration to address the concerns at this location.

Recommendations

1. That the Finchley and Golders Green Area Committee note the review of the improvements outlined in this report and the appendices to this report and depicted on drawing BC/001411-04-DESIGN-01.
2. That the Finchley and Golders Green Area Committee give instruction to the Strategic Director for Environment to carry out a consultation on the recommended proposals
3. That subject to no objections being received to the consultation, referred to in 2 above, the Finchley and Golders Green Area Committee instruct the Strategic Director for Environment to introduce the proposals.
4. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the consultation, referred to in 3 above, the Strategic Director for Environment will consider and determine whether the

agreed proposal should be implemented or not, and if so, with or without modification.
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| 5. That the Finchley and Golders Green Area Committee agree to allocate the funding of £12,100 for the agreed Option (CIL from this year's CIL Area Committee budget) to design and introduce the approved Option. |
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1. WHY THIS REPORT IS NEEDED

- 1.1 During the Finchley and Golders Green Area Committee on the 15 February 2018, Councillor Alison Moore presented her Member's item, which was related to carrying out a speed survey and feasibility study into reducing vehicle speeds on Church Lane.
- 1.2 Following discussion of the item, the Finchley and Golders Green Area Committee unanimously agreed and it was therefore resolved:

"To approve funding of up to £5,000 for speed surveys with possible feasibility study if required, at the above location"
- 1.3 This report investigates options to address the issues related to traffic speed on Church Lane, N2.
- 1.4 On the 30 November 2017, Officers met with Councillor Alison Moore to discuss possible improvements to the signage and road markings on Church Lane.
- 1.5 Following the meeting, additional signage and road markings were implemented on Church Lane but some vehicles continue to travel in excess of the 20mph speed limit.

2. REASONS FOR RECOMMENDATIONS

- 2.1 This approach to reduce vehicle speeds is informed by i) site observations on the pedestrian experience, and ii) speed survey data.
- 2.2 As part of this study, the personal injury data was analysed investigating 60 months of accident data to 31 October 2016. This is the latest data available from the police and the 2016 data is provisional and subject to change. There were five collisions in total, with four coded as slight and one serious collision. Table 1 shows a summary of the collisions within the study area.

Table 1 – Summary of the Personal Injury Accident Data

Date	Accident Reference	Severity	Summary
21/11/12	0112SX21144	Slight	This accident involved a pedestrian and a powered two-wheeler. The pedestrian crossed the road in front of the powered two-wheeler.
11/10/14	0114SX20970	Slight	This accident involved two vehicles. V1 swerved to avoid the accident, causing the rider to fall
19/01/15	0115SX20099	Slight	This accident involves two vehicles. V2 hit rear of V1.
25/01/15	0115SX20075	Slight	This accident involved three vehicles. V3 hit rear of V2, pushing it into rear of V1.
01/11/15	0115SX20974	Serious	This accident involved two vehicles. V2 turned right into a one-way street colliding with V1 head on who was riding in the wrong direction.

- 2.3 Whilst five accidents have been recorded (four at the junction with Church Lane with High Road and one at the junction with Church Lane with Leslie Road, none of the accidents were directly related to high vehicle speeds. It should be noted that three out of the five accidents involved powered two wheelers.
- 2.4 Church Lane is currently subject to a 20mph speed limit and is not located on a bus route. A traffic speed survey was conducted from 16/04/2018 to 22/04/2018 opposite Property No. 21 (Site 1), 53 (Site 2), & 72 (Site 3) Church Lane.
- 2.5 The figures in the tables below indicate the mean and 85th percentile speeds for each day at all three locations.

Table 2 – Speed Data (Site 1)

Date	85th Percentile Speed	Mean Speed
16/04/2018	25.1	21.0
17/04/2018	24.2	20.2
18/04/2018	24.4	20.2
19/04/2018	24.2	19.6
20/04/2018	24.6	20.3
21/04/2018	19.8	24.0
22/04/2018	20.6	24.7

Table 3 – Speed Data (Site 2)

Date	85th Percentile Speed	Mean Speed
16/04/2018	24.0	19.3
17/04/2018	23.3	18.1
18/04/2018	23.3	18.5
19/04/2018	23.0	18.0
20/04/2018	23.4	18.2
21/04/2018	22.8	17.7
22/04/2018	23.6	18.3

Table 4 – Speed Data (Site 3)

Date	85th Percentile Speed	Mean Speed
16/04/2018	29.9	25.3
17/04/2018	29.6	24.8
18/04/2018	29.5	24.9
19/04/2018	28.9	24.4
20/04/2018	29.7	25.2
21/04/2018	29.5	24.9
22/04/2018	29.2	24.0

- 2.6 Following the site survey, traffic survey, accident analysis and a review of the vehicle movements, proposals to address traffic problems on Church Lane have been developed, which are summarised below.
- 2.7 It is proposed to provide cycle friendly speed cushions along sections of Church Lane and to relocate the vehicle activated sign on approach to the railway bridge to a more suitable position.

2.8 To address the collisions involving powered two wheelers on the High Road junction with Church Lane, “KEEP CLEAR” markings are proposed to improve the inter-visibility at the junction. The proposals are shown in BC/001411-DESIGN-01.

2.9 The above has been reviewed on site by officers.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 In addition to the option set out above, the only other option at this stage is not to proceed with any of the proposed improvements; however, this will not address the original concern raised by residents regarding traffic problems on Church Lane.

3.2 The potential advantages/ disadvantages of implementing the scheme are summarised in table 5 below:

Table 5– Summary of Advantages and Disadvantages

Advantages	Disadvantages
<ul style="list-style-type: none">- More effective than horizontal traffic calming measures.- Emergency vehicles can travel faster over cushions than speed humps or tables	<ul style="list-style-type: none">- Possible increase of traffic journey times.- Some traffic may transfer onto alternative routes, potentially causing a problem elsewhere.

4. POST DECISION IMPLEMENTATION

4.1 Once the recommendation is approved and subject to funding, detailed design will be undertaken. Ward members and residents living near Church Lane will be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where subject to funding being made available.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic

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.

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 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate as shown in Table 6 below, which will need to be refined by LOHAC upon completion of the feasibility design:

Table 6 –Cost Estimate

Activity	Estimated costs
Detailed Design (Includes advertising, public consultation, safety audits etc.)	£ 5 000
Build Cost	£ 6 000
Sub-TOTAL	£ 11 000
Implementation & post implementation fee @ 10%	£ 1 100
GRAND TOTAL	£ 12 100

5.2.2 The estimated cost is £12,100 and is requested from the Area Committee budget.

5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £158,711. This balance consists of an in year CIL allocation of £150,000 combined with a carry forward of £8,711, consisting of prior over/underspends and brought forward balances from 2017/18.

5.3 **Social Value**

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

5.4 **Legal and Constitutional References**

5.4.1. The Council's Constitution, in Article 7, states that that Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments" parks and trees.

- 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 Section 149 of 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 safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.
- 5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

5.7. Corporate Parenting

- 5.7.1. Not applicable in the context of this report

5.8. Consultation and Engagement

- 5.8.1. A statutory consultation will be undertaken on the proposals as set out above.

5.9. Insight

- 5.9.1. The proposals developed for the scheme were informed through analysis of injury accident data and on site observations of the issues.

6. BACKGROUND PAPERS

- 6.1 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 12 NOV 2017

<https://barnet.moderngov.co.uk/documents/g9275/Printed%20minutes%2014th-Nov-2017%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

<https://barnet.moderngov.co.uk/documents/g9274/Printed%20minutes%2015th-Feb-2018%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>