

## Chipping Barnet Area Committee

### 9 July 2018

<b>Title</b>	<b>Hadley Green and Hadley Highstone, EN5</b>
<b>Report of</b>	Strategic Director for Environment
<b>Wards</b>	High Barnet
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – Drawing No. BC/001188_02-100-02 Appendix 2 – Three year summary of accidents Appendix 3 – Speed data
<b>Officer Contact Details</b>	Jamie Blake –Strategic Director for Environment <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a>

## Summary

This report details the outcome of the safety review of pedestrian/road safety improvements on Hadley Highstone and Hadley Green Road, close to the junction with Dury Road.

## Recommendations

1. That the Chipping Barnet Area Committee notes the review of the Hadley Highstone and Hadley Green Road EN5 pedestrian/road safety improvement as outlined in this report and the appendices to this report containing details of design proposals.

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| <ol style="list-style-type: none"><li>2. That the Chipping Barnet Area Committee agrees to implement recommended measures 2A and 2B as set out in this report and detailed in paragraphs 1.9-1.12 and as shown on drawing No. BC/001188-02-100-02.</li><li>3. That the Chipping Barnet Area Committee notes that the cost of Option 2A is estimated at £45,000 which is over the Area Committee limit of £25,000.</li><li>4. That the Chipping Barnet Area Committee notes that the scheme will be added to the 2019/20 Local Implementation Plan (LIP) work programme for consideration for the funding shortfall, subject to meeting the qualifying criteria of the traffic schemes priority tool.</li></ol> |
| <ol style="list-style-type: none"><li>5. That if the Chipping Barnet Area Committee decide not to progress with the measures in Option 2A and/or 2B, no further action will be taken at this location.</li></ol>   |

## 1. WHY THIS REPORT IS NEEDED

- 1.1 A petition was reported to the 22 March 2017 Chipping Barnet Residents Forum calling for *'the Council to adopt a 20mph speed limit with pedestrian refuges along Hadley Green and Hadley Highstone in order to establish a safer, healthier environment'*.
- 1.2 The issue was escalated to the Chipping Barnet Area Committee on the 17 May 2017. At this meeting The Committee unanimously agreed and it was therefore **RESOLVED:**  
***'That the Committee agrees the expenditure of £1,500 from the CIL Infrastructure budget for the Chipping Barnet Area Committee for a feasibility study and speed and volume counts to be carried out on Hadley Green and Hadley Highstone'.***
- 1.3 A report to the July 2017 Chipping Barnet Area Committee outlined the feasibility study that had been undertaken and proposed a scheme to address the issues that the Committee approved.
- 1.4 The scheme included the following measures that were considered to be beneficial to the area:
  - Install a 'Gateway' telling drivers they were now in the London Borough of Barnet and that Hadley Highstone welcomed careful drivers.
  - Dragons teeth road markings at the boundary to emphasise the speed limit;
  - Additional 'SLOW' road markings along Barnet Road and Hadley Highstone;
  - Install a pedestrian crossing point outside the Memorial Hall with dropped kerbs and tactile paving and utilising part of the central reservation as a pedestrian refuge also with tactile paving flush with the carriageway;
  - Additional sign and post at Kitts End Road emphasising the 'NO ENTRY' road marking;
  - Formalise the junction road markings on Hadley Green Road where it

meets Dury Road:

- 1.5 A statutory consultation on these proposals took place between 18 January 2018 and 9 February 2018. However, the approved proposal proved unpopular with residents and a subsequent meeting with councillors and residents took place at Hadley Highstone and from that discussion a second proposal is now being put forward.
- 1.6 The Personal Injury Accident Data (PIA) for the latest three year period has been analysed, 7 in total all of which were classified as slight and a summary is contained in Appendix 2. The accidents are not directly attributed to speed.
- 1.7 Appendix 3 details speed survey data on Hadley Highstone from 20 September 2017 until 1 October 2017 at two locations, 170 metres north of Dury Road and 200 metres South of Dury Road.
- 1.8 The revised measures (Option 2A and Option 2B) are illustrated in Appendix 1 and are recommended to address the speeding and high volumes of traffic on Hadley Green and Hadley Highstone that are perceived to pose a problem for pedestrians.
- 1.9 Option 2A - Constructing a raised table and island crossing point where there was previously only a crossing point will encourage vehicles to slow down both on the northbound approach and the south bound approach.

- 1.10 The proposed cost estimate Option 2A is: £45,000

Detailed Design	£,2500
Safety audit, surveys etc	£2,500
Consultation & Notice of Proposal	£2,000
Construction (works cost)	£35,000
Implementation, supervision and post implementation costs	£3,000
<b>TOTAL</b>	<b>£45,000</b>

- 1.11 Option 2B - It is also proposed to reprofile the existing road markings on Hadley Green Lane/Dury Road to better reflect the radius of the bend on Dury Road junction with Hadley Green Lane.
- 1.12 The proposed cost estimate Option 2B is approximately £500 and can be met by the original funding provided for the scheme and no consultation would be required to implement this lining improvement.
- 1.13 The committee should consider that vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14 July 2016. The Environment Committee, having considered the report on Vertical Traffic Calming measures, 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 calming measures, but acknowledges that vertical traffic 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, and that Members be consulted with from the earliest opportunity, if required’.*

- 1.14 Ward councillor have been consulted on the vertical and at the time of publication no response on the vertical measure in this proposal had been received.
- 1.15 Therefore, after investigating the issues and having considered as exceptional circumstances that the speeds are high, we believe that Option 2A would be appropriate at this particular location.

## Summary of Proposals

Option	Brief Description	
<b>2A</b>	Raised Table with informal crossing point	<p><b><u>Advantages</u></b></p> <p>Vehicles traveling either north or south on Hadley Highstone are required to decrease speed as they approach the raised table .Vehicles entering or exiting Dury Road will also reduce speed whilst travelling south and then turning left into Dury Road or vehicles exiting Dury Road and turning right on to Hadley Highstone. Having the informal crossing point constructed on top of the table will also create a safer environment for pedestrians waiting to cross Hadley Highstone, knowing that vehicles will be slowing down and therefore be more aware of their presence at the crossing.</p> <p><b><u>Disadvantages</u></b></p> <p>The decrease in vehicular speed may cause slight traffic congestion especially at peak periods. Can lead to complaints of noise and vibration</p>
<b>2B</b>	Reprofiling Give Way road markings on Hadley Green Road junction with Dury Road	<p><b><u>Advantages</u></b></p> <p>The proposal will formalise the method of travel at the bend. Currently the impression given is that vehicles travelling west towards Dury Road appear to be heading left down Hadley Green Road towards Sydney Chapman Way.</p> <p>The proposal will guide vehicles on a more stream lined path onwards from Hadley Green Road through to Dury</p>

		<p>Road.</p> <p><u>Disadvantages</u></p> <p>Road markings will have to be regularly inspected and renewed when faded to maintain the desired direction of travel.</p>
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## 2 REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations are in response to resident's requests to reduce the speed of vehicles and improve pedestrian safety on Hadley Highstone.

## 3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council agreed at a Cabinet meeting in April 2014 that 20mph limits and zones would only be considered near schools. There are no schools in the vicinity of Hadley Highstone which therefore does not meet the current criteria for 20mph limit and zones. Therefore, a 20mph scheme is not recommended in the location.
- 3.2 The residents of the area were against the proposals in the July 2017 report as detailed in Paragraph 1.4 therefore these proposals were not to be progressed.
- 3.3 The only other option at this stage is to not proceed with any of the proposed improvements. This will however not address the original concern raised by local residents.

## 4 POST DECISION IMPLEMENTATION

- 4.1 If the reports recommendation is approved, the scheme would be progressed to consultation and implementation stage in the 2018/2019 financial year.

## 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 or in a vehicle and as well as contribute to reduced congestion.
- 5.1.2 The proposals also help create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of travel thus helping to deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally.
- 5.1.3 The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.

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

- 5.2.1 The cost of implementing the measures is £45,000 and is requested from the Chipping Barnet Area Committee Budget.
- 5.2.2 An annual allocation of £150,000 is made to each Area Committee. The balance for 2018/2019 is £336,837; this takes into account the current year budget as well as under and overspends relating to previous financial years.
- 5.2.3 However, the Chipping Barnet Area Committee should note that Option 2A at £45,000 exceeds the maximum budget for the Area Committee CIL funding of £25,000. The scheme will be added to the 2019/20 Local Implementation Plan (LIP) work programme for consideration for the funding shortfall, subject to meeting the qualifying criteria of the traffic schemes priority tool.
- 5.2.4 Option 2B for the road marking can be installed using the existing budget for the previous scheme.
- 5.2.5 The work would 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 Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.4.2 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1994.
- 5.4.3 Section 16 of the Traffic Management Act 2004 places obligations on traffic 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.
- 5.4.4 The Councils Constitution, in Article 7, states that the 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 and parks and trees."

## **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 those with protected characteristics and those without;
- Foster good relations between persons with a relevant protected characteristic and those without.
- The broader purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services
- Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and from school and those escorting them.

5.6.1 The proposal in this report are not expected to disproportionately disadvantage 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 public consultation will be carried out in relation to the scheme proposals.

## **5.9 Insight**

5.9.1 None in relation to this report.

## **6 BACKGROUND PAPERS**

6.1 22 March 2017 Chipping Barnet Residents Forum.

<https://barnet.moderngov.co.uk/documents/s39795/Referrals%20from%20Chipping%20Barnet%20Residents%20Forum%20May%20CBAC%20Report%20for%2017%20MAy%2017.pdf>

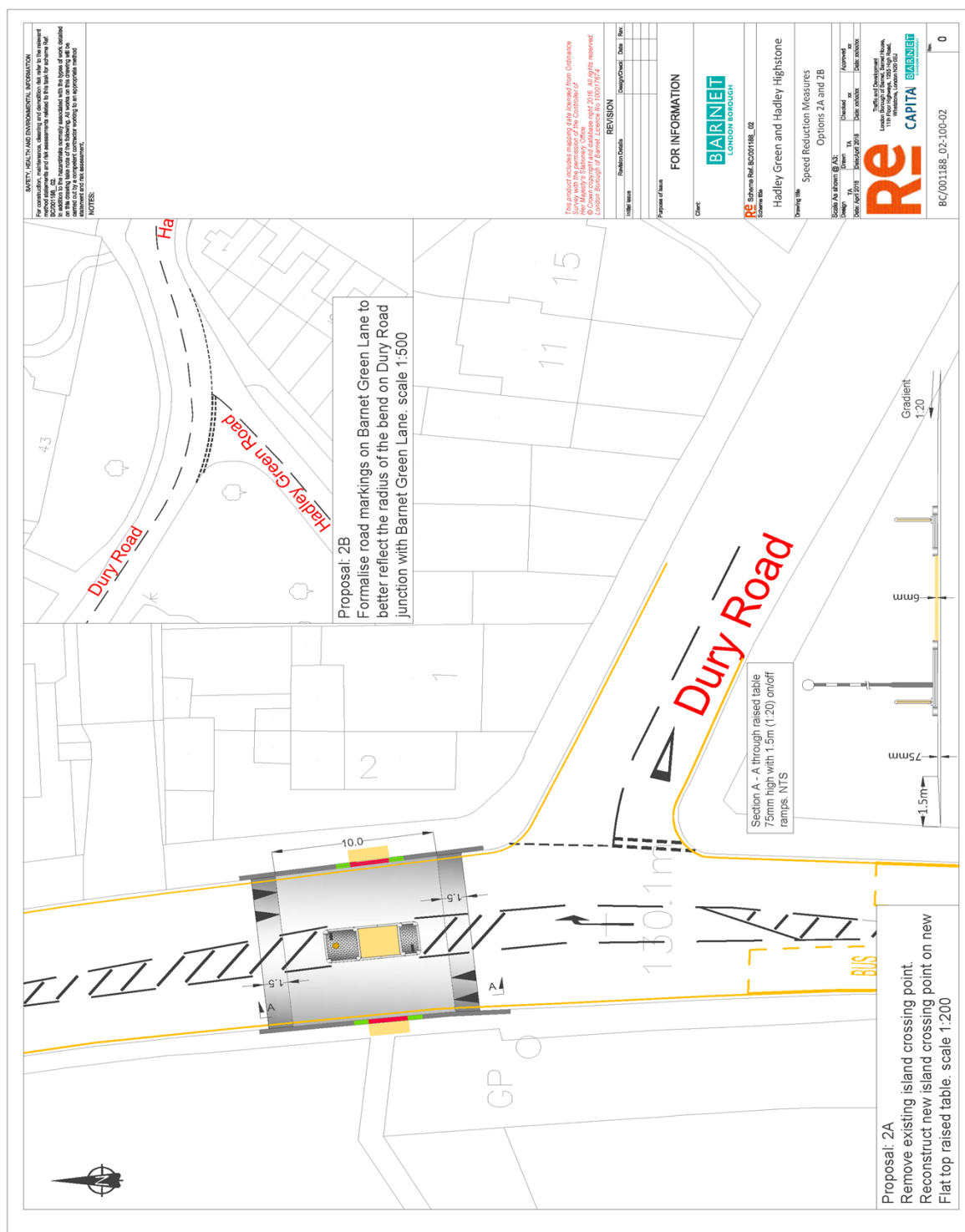
6.2 17 May 2017 Chipping Barnet Area Committee

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MIId=9244&Ver=4>

6.3 – 17 July 2017 Chipping Barnet Area Committee

[https://barnet.moderngov.co.uk/documents/s41013/Hadley%20Highstone%20Committee%20Report\\_Final.pdf](https://barnet.moderngov.co.uk/documents/s41013/Hadley%20Highstone%20Committee%20Report_Final.pdf)

## Appendix 1





**Appendix 2 Hadley Highstone / Hadley Green** most recent 3 years injury accidents. No reference to speed having played a part in any of these.

<b>Location</b> (generally from north to south)	<b>Severity</b>	<b>Circumstances</b>
Hadley Highstone near Mill Corner	Slight	Dog ran into carriageway causing motorcyclist to fall
Dury Road at junction with Hadley Green	Slight	Car (in Dury Road) overtook stationary (broken down) vehicle and hit pedestrian stood beside it.
Hadley Green at junction with Dury Road	Slight	Car (from Dury Road) moved off into path of southbound motorcycle
Hadley Green approx. 120m south of Dury Road	Slight	Parked car opened door into path of southbound cyclist
Hadley Green junction with Sydney Chapman Way	Slight	Car turned Right across path of southbound car
Hadley Green junction with Sydney Chapman Way	Slight	As light goods vehicle turned left, cyclist on nearside lost control (no impact)
Hadley Green junction with Sydney Chapman Way	Slight	Northbound shunt – car hit rear of another car

### Appendix 3.

**Table 2 – Site 2 - 170m North of Dury Road**

Date	North Bound		South Bound	
	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed
20/09/17	28.5	32.7	25.3	30.4
21/09/17	28.3	32.5	26.5	30.3
22/09/17	28.9	33.3	26.8	31.2
23/09/17	29.4	33.6	27.3	31.7
24/09/17	28.8	33.3	27.0	31.3
25/09/17	28.4	32.4	26.5	30.4
26/09/17	Road			
27/09/17	Works			
28/09/17	28.3	32.4	27.0	31.1
29/09/17	28.7	32.7	27.0	31.0
30/09/17	29.0	33.3	26.8	31.1
01/10/17	29.5	33.6	27.4	31.7

**Table 3 – Site 3 - 200m South of Dury Road**

Date	North Bound		South Bound	
	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed
20/09/17	32.4	37.2	31.2	36.0
21/09/17	32.2	37.0	31.4	35.7
22/09/17	32.4	37.0	31.0	35.7
23/09/17	33.2	38.0	31.4	36.5
24/09/17	33.1	38.0	31.4	36.4
25/09/17	32.3	37.1	31.6	36.0
26/09/17	32.6	37.4	31.3	36.0
27/09/17	32.3	36.9	31.4	35.8
28/09/17	32.5	37.0	31.5	36.0
29/09/17	32.2	36.7	31.2	35.5
30/09/17	32.6	37.3	31.9	36.6
01/10/17	33.3	38.1	32.7	37.4