



Chipping Barnet Area Committee

9 July 2018

Title	Cromer Road – Request for 20mph Zone
Report of	Strategic Director for Environment
Wards	High Barnet
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A - Option drawings
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Summary

The aim of this report is to detail the results of a feasibility study which involves investigating measures to improve road safety on Cromer Road and Shaftesbury Avenue. Bulwer Road has also been included as part of the study due to its proximity. It outlines options to address pedestrian and road safety and puts forward the Officers preferred recommendation.

Recommendations

1. That the Chipping Barnet Area Committee notes the review of the safety improvements on Cromer Road, Shaftesbury Avenue and Bulwer Road on the two options as set out in this report and shown on the drawings in Appendix A.
2. That the Chipping Barnet Area Committee agrees to implement recommended Option 1 as shown on the drawing in Appendix A.
3. That the Chipping Barnet Area Committee notes that the cost of Option 1 is estimated at £39,500 which is over the Area Committee limit of £25,000.

- 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.**
- 5. That if the Chipping Barnet Area Committee decide not to progress with the measures in this report, no further action will be taken at this location.**

1. WHY THIS REPORT IS NEEDED

- 1.1 In April 2014 the Cabinet agreed recommendations of the 20mph zone Task and Finish Group for Schools to be able to 'opt-in' to provision of a 20mph zone.
- 1.2 At the Chipping Barnet Area Committee on 19 February 2018 a request was raised by Councillor Barry Rawlings for Council Officers to investigate a 20mph limit on Cromer Road including Shaftesbury Road.
- 1.3 The Committee allocated £5,000 from the Community Infrastructure Levy funding (CIL) to carry out a feasibility study to improve road safety for the locations named above. As part of the study, Bulwer Road has also been included due to its close proximity.
- 1.4 Cromer Road Primary School is located on Cromer Road close to the junction with Shaftesbury Avenue and as part of this feasibility study the following issues raised in the School Travel Plan have also been considered:
 - Speed of the traffic has been identified as dangerous within the local vicinity.
 - Because of the speed of the traffic, children feel it is dangerous to cross the road outside the school.
- 1.5 This report is therefore required to investigate options to address any road safety concerns.

Initial Observations

- 1.6 An initial site visit took place on 10 May 2018 and all potential solutions have been considered and appraised against the potential issues which were raised by local councillors. There were several issues noted during the site visit which could have an impact on vehicle and pedestrian safety along Cromer Road, Shaftesbury Avenue and Bulwer Road.
- 1.7 To assess the safety issues an analysis of accident and speed survey data were carried out.
- 1.8 As part of this feasibility study, the personal injury data was analysed investigating 60 months of accident data to April 2017. This is the latest data available from the police and is provisional and subject to change. According to the data, there were three accidents in total and the severity all classified as slight. Table 1 shows a summary of the accidents within the study area.

Table 1 – Summary of the Personal Injury Accident Data

Date	Severity	Summary
03/05/2012	Slight	Potter's Road junction with Bulwer Road – Driver poor turn or manoeuvre and failed to look properly
08/03/2013	Slight	Bulwer Road junction with Potter's Road – Driver vision affected by rain, fog and road layout (bend in road),
03/04/2014	Slight	Potter's Road junction with Cromer Road – Driver careless, reckless in hurry, involved pedestrian at zebra crossing.

- 1.9 Cromer Road, Shaftesbury Avenue and Bulwer Road provides access onto both Potters Road and Plantagenet Road, all are subject to a 30mph speed limit. Both Potters Road and Plantagenet Road serve bus routes, 184 and 383 The section of roads in this study are a One-Way system and potentially can result in higher traffic speeds as drivers are aware that they will not encounter oncoming traffic.
- 1.10 A seven day traffic speed survey was conducted from 30 April to 6 May 2018 on these roads. The figures in table 2, 3 and 4 below indicate for each road the 24 hour mean and 85th percentile (free flow) speeds for each day.

Date	Northbound One-Way Road	
	85 th Percentile Speed Mph	Mean Speed Mph
30/04/2018	25.3	21.1
01/05/2018	24.8	20.1
02/05/2018	25.7	20.3
03/05/2018	25.7	21.1
04/05/2018	26.9	21.9
05/05/2018	25.7	21.2
06/05/2018	26.7	22.0
Average	25.9	21.2

Table 2 – Speed Data-Cromer Road

Date	Southbound One-Way Road	
	85 th Percentile Speed Mph	Mean Speed Mph
30/04/2018	26.3	20.3
01/05/2018	27.8	21.6
02/05/2018	26.8	20.9
03/05/2018	27.2	21.3
04/05/2018	29.0	23.7
05/05/2018	27.7	21.7
06/05/2018	29.6	24.3
Average	27.7	21.8

Table 3 – Speed Data-Shaftesbury Avenue

Date	Southbound One-Way Road	
	85 th Percentile Speed Mph	Mean Speed Mph
30/04/2018	24.2	20.0
01/05/2018	25.1	20.4
02/05/2018	24.6	19.8
03/05/2018	25.1	20.1
04/05/2018	24.7	19.8
05/05/2018	25.2	20.5
06/05/2018	26.3	21.6
Average	25.0	20.2

Table 4 – Speed Data-Bulwer Road

- 1.11 The existing 85th Percentile Speeds are above 24mph in the studied area, so it is recommended that the signage supplemented by at least one physical traffic calming measures, in order to achieve the aims of a 20mph speed limit.

Proposed Layout Improvements General Details

- 1.12 Following the site visit and the analysis of the speed survey and accident data, in order to improve and mitigate any future potential road safety issues for both pedestrian and vehicle road users, two options for a 20 mph zone have been proposed and summarised in Table 7 below.

- 1.13 A 20 mph zone requires the installation of 20 mph speed zone terminal signs and also the following measures:

- At least one physical traffic calming feature.
- Combination of the following at 100 m (maximum) intervals:
 - Upright 20 speed limit signs (to diagram 670);
 - 20 mph roundel markings (to diagram 1065).

1.14 Option 1: Proposed 20mph zone with humps

- 1.14.1 This option which is detailed in Appendix A-Option 1-BC/001409-04_FS_100-01, includes the introduction of a 20 mph speed zone covering the following roads:

- Cromer Road,
- Shaftesbury Avenue,
- Bulwer Road.

- 1.14.2 Three round top humps have been proposed at the following locations, one in each of the roads:

- Cromer Road: Outside No. 15;
- Shaftesbury Avenue: Outside No. 8;
- Bulwer Road: Outside Nos. 26/28.

- 1.14.3 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’.

1.14.4 Ward Councillors have been consulted on the introduction of vertical measures and were not in favour as part of this scheme.

1.14.5 However, after investigating the issues and having considered as exceptional circumstances that the roads are one-way and consequently the speeds are high, Officers believe that these measures would be appropriate at this particular area.

Advantages

- The speed limit signs in 20 mph zones are regulatory;
- There is a link between the introduction of 20mph zones and a subsequent reduction in casualties;
- 20mph zones invites physical activity (walking and cycling), contributing towards a safer environment;
- No loss of parkin;
- No additional drainage requirements for the round top humps.

Disadvantages

- Some journeys will take a slightly longer due to reduced speeds;
- Humps may not be popular with residents;
- Can lead to complaints of noise and vibration.

Cost Estimate

Detailed Design	£4,500
Safety audit, surveys etc	£2,000
Consultation & TMO	£3,800
Construction (works cost)	£26,500
Implementation, supervision and post implementation costs	£2,700
TOTAL	£39,500

Table 5

1.15 Option 2: Proposed 20mph zone and build-outs

1.15.1 This option which is detailed in Appendix A-Option 2-BC/001409-04_FS_100-02, includes the introduction of a 20 mph speed zone covering the same roads as Option 1.

1.15.2 As traffic calming measures, build outs have been proposed at the following locations:

- Cromer Road: Outside No. 13;
- Bulwer Road junction with Bulwer Gardens.

Advantages

- The speed limit signs in 20 mph zones are regulatory,
- There is a link between the introduction of 20mph zones and a subsequent reduction in casualties,
- 20mph zones invites to physical activity (walking and cycling), contributing towards a safer environment.

Disadvantages

- Some journeys will take a slightly longer due to reduced speeds.
- Loss of approximately 8 parking spaces;
- New gullies drainage is needed around the kerb buildouts (high cost).

Cost Estimate

Detailed Design	£4,500
Safety audit, surveys etc	£2,000
Consultation & TMO	£3,800
Construction (works cost)	£38,000
Implementation, supervision and post implementation costs	£2,700
TOTAL	£51,000

Table 6

Option	Brief Description	Summary of Potential Advantages/ Disadvantages	Indicative Costs
1	20 mph zone and humps <ul style="list-style-type: none"> - 20 mph speed zone/End of 20 mph zone terminal signs: 6 no. - Repeated 20 mph roundel road markings. - Round top humps: 3 no. 	<u>Advantages</u> <ul style="list-style-type: none"> - The speed limit signs in 20 mph zones are regulatory, - There is a link between the introduction of 20mph zones and a subsequent reduction in casualties, 20 mph zone proposed is covering the accident study area. - 20mph zones invites to physical activity (walking and cycling), contributing towards a safer environment - No loss of parking - No additional drainage requirements for the round top humps. <u>Disadvantages</u> <ul style="list-style-type: none"> - Some journeys will take a slightly longer. - Humps may not be popular with residents. - Can lead to complaints of noise and vibration 	£39,500
2	20 mph zone and kerb build outs <ul style="list-style-type: none"> - 20 mph speed zone/End of 20 mph zone terminal signs: 6 no. - Repeated 20 mph roundel road markings. - Build outs: 2 no. 	<u>Advantages</u> <ul style="list-style-type: none"> - The speed limit signs in 20 mph zones are regulatory, - There is a link between the introduction of 20mph zones and a subsequent reduction in casualties, - 20mph zones invites to physical activity (walking and cycling), contributing towards a safer environment <u>Disadvantages</u> <ul style="list-style-type: none"> - Loss of approximately 8 parking sapces. - New gullies drainage are needed around the kerb buildouts (high cost) - Some journeys will take longer. 	£51,000

Table 7 - Summary of proposals

Conclusions and Recommendations

- 1.16 The two options for the 20 mph zone are both considered feasible. However, officers recommend Option 1, because vertical traffic calming measures (humps) have a greater impact reducing vehicle speeds than narrowing road (build outs) proposed in Option 2. Also, Option 1 provides a safer environment at the best value and in terms of compliance, and safety. The total estimate cost for this is £39,500.

2. REASONS FOR RECOMMENDATIONS

The recommendation to progress the introducing of a 20 mph speed zone and traffic calming measures (Recommended Option 1) on studied area is to address the road safety issues that have been highlighted in this report.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1. Alternative options have been considered in this report. 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 Once the recommendation and funding is approved, detailed design would be undertaken and statutory consultation will be carried out. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

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.
- 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 An annual allocation of £150,000 is made to each Area Committee. The balance for the Chipping Barnet Area Committee for 2018/2019 is £336,837,

this takes account of the current year together with under and overspends relating to previous financial years.

5.2.2 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate for all options as shown below in Tables 6 and 7 which will need to be refined by LOHAC upon completion of the detail design:

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.

5.3 **Social Value**

5.3.1 None in relation to this report.

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 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 discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- who share a relevant protected characteristic and people who do not share it
- foster good relations between people who share a relevant protected characteristic and those who do not share it.

5.6.2. The broad 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

5.6.3. 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.

5.7 Corporate Parenting

5.7.1 No in context of this report

5.8 Consultation and Engagement

5.8.1 Subject to available funding, a Statutory consultation will be carried out on the proposals and details of the proposals will be outlined on the council's website.

5.9 Insight

5.9.1 The proposals have been informed through the analysis of personal injury accident data, speed surveys and site observations.

6. BACKGROUND PAPERS

6.1 Minutes of the Chipping Barnet Area Committee 19th February 2018 –
<https://barnet.moderngov.co.uk/documents/g9308/Printed%20minutes%2019th-Feb-2018%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=1>

6.2 Minutes of the Environment Committee on 14 July 2016– Item 15.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8634&Ver=4>