

	<p style="text-align: center;"><b>Chipping Barnet Area Committee</b></p> <p style="text-align: center;"><b>9 July 2018</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Oakleigh Road North and Russell Road, N20 – Feasibility Study</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Oakleigh</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix A: Accident Data Appendix B: Drawings</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jamie Blake- Strategic Director for Environment <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a></p>

## Summary

This report details the feasibility study undertaken to address the traffic and safety concerns raised at the Russell Road junction with Oakleigh Road North, N20. It puts forward two options for consideration to address these issues. In addition, other measures have been proposed to improve traffic flow along this section of Oakleigh Road North.

## Recommendations

1. That the Chipping Barnet Area Committee notes the review of the traffic improvements on both Russell Road and Oakleigh Road North in the two Options set out in this report and shown on the drawings in Appendix B.
2. That the Chipping Barnet Area Committee authorises the implementation Option 1 and to carry out detailed design and introduce an experimental Traffic Management Order for up to 18 months banning the right turn from Russell Road to Oakleigh Road North (except Cyclists) operating Monday to Friday between 7am and 10 am, subject to available funding.

**3. That any unresolved material objections received during the first six months of the Option 1 coming into force are considered by the Strategic Director for Environment in consultation with the relevant Ward Councillors, before a decision is made on whether Option 1 should be made permanent or not, and if so, with or without modification.**

**4. That the Chipping Barnet Area Committee instructs the Strategic Director for Environment to carry out a statutory consultation on the proposals to introduce waiting restrictions 'Measure 1' in this section of Oakleigh Road North, shown on Appendix B, Drawing no. BC/001409-03\_FS\_100-03.**

**(a) Waiting restrictions operating from Monday to Friday 7am to 10am on Russell Road between the following locations:**

- (i) Russell Road (south side), 19 m approximately from existing double yellow lines.

**(b) Waiting restrictions operating from Monday to Friday 7am to 7pm on Oakleigh Road North between the following locations:**

- (i) Loring Road and Russell Road, approximately 51 metres, northbound side;
- (ii) Pollard Road to Loring Road, approximately 77 metres, northbound side;
- (iii) Outside no. 239 on Oakleigh Road North, approximately 5 metres, southbound side;
- (iv) Raleigh Drive and Oakleigh Crescent, approximately 15 metres, northbound side;
- (v) Oakleigh Crescent and Barfield Avenue, approximately 27 metres, southbound side.

**(c) Introduction of "At Any Time" waiting restrictions at:**

- (i) Russell Lane at its junction with Russell Road;
- (ii) Extension of "At any Time" waiting restrictions to the existing bus cage Myddleton Park Oakleigh Park (Stop BA) bus stop;
- (iii) Oakleigh Road North junctions with Oakleigh Crescent, Loring Road and Hobart Close (measures indicated approximately on drawings);
- (iv) Roundabout (Oakleigh Road North/Pollard Road/ Russell Lane) at Oakleigh Road North north-eastbound to Russell Lane;
- (v) Roundabout (Oakleigh Road North/Pollard Road/ Russell Lane) at Russell Lane to Oakleigh Road North southbound;
- (vi) Oakleigh Road North (northbound) just before Roundabout (Oakleigh Road North/Pollard Road/ Russell Lane).

**5. That subject to no objections being received to the statutory consultation, referred to in recommendation 4 (a), (b) and (c), the Committee authorise the Strategic Director for Environment to introduce the proposed waiting restrictions.**

6. That the Chipping Barnet Area Committee authorises that if any objections are received as a result of the statutory consultation, referred to in recommendation 4, the Strategic Director for Environment will, in consultation with the relevant Ward Councillors, consider and determine whether any of the proposed changes should be implemented or not, and if so, with or without modification.
7. That the Chipping Barnet Area Committee authorises the allocation the funding (CIL from this year's CIL Area Committee budget) of £18,350 to the actions outlined in recommendation 2 for 'Option 1' above.
8. That the Chipping Barnet Area Committee authorises the allocation the funding (CIL from this year's CIL Area Committee budget) of £6,000 to the actions outlined in recommendation 4 for 'Measure 1' above.

### **WHY THIS REPORT IS NEEDED**

- 1.1 At the Chipping Barnet Area Committee on 19 February 2018 a Members item was raised by Councillor Stephen Sowerby for Council Officers to report on options to prevent congestion at the junction Oakleigh Road North and Russell Road. It was noted that *'Traffic during rush hour is using Russell Road as a cut through from Russell Lane and turning right onto Oakleigh Road North which is seriously impeding southbound traffic'*.
- 1.2 The Committee approved the allocation of £5,000 from the Community Infrastructure Levy (CIL) funding to carry out a feasibility study to improve traffic and congestion levels for the locations named above.
- 1.3 This report details the results of the investigations and Options to address these issues, and recommends progression to consultation, detail design and implementation.

### **Initial Observations**

- 1.4 On Friday 6 April 2018, Council officers held a site meeting with the Councillor to discuss traffic engineering options for the Oakleigh Road North junction with Russell Road and other matters related to improving the traffic flow along Oakleigh Road North; specifically, with reference to buses stopping and giving way to on-coming buses and larger vehicles. The site observations carried out by officers established that both school parent pick-up/drop-off and the level of local peak time through traffic were the main contributing factors to the congestion of the traffic network and agreed that measures to reduce/discourage vehicles from using Russell Road as a "thoroughfare" should be introduced.
- 1.5 Russell Road provides access to both Russell Lane (B1453) and Oakleigh Road North (A109); all are subject to a 30mph speed limit. Russell Road adjoins a 'cul-de-sac' Russell Gardens and Simmons Way an isolated road that leads to other 'dead end' roads that only access onto Russell Road.

- 1.6 Sacred Heart Roman Catholic Primary School is located on Oakleigh Park South in close proximity to the Oakleigh Road North end of Russell Road.
- 1.7 Russell Lane serves bus routes, 125, 688 and 628 and Oakleigh Road North bus routes 34, 251, 125, 688 and 628.

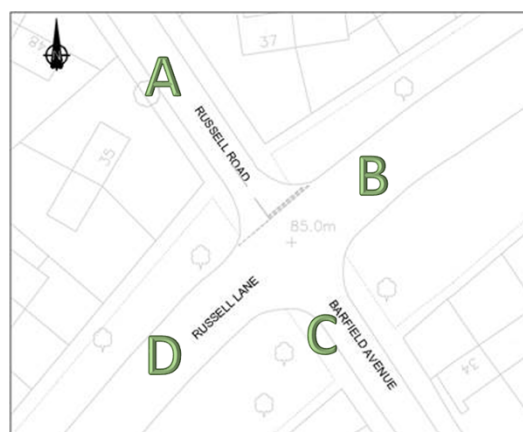
### **Accident History**

- 1.8 Accident records for the 5-year period 01/06/2012 to 31/05/2017 have been studied in the area. This is the latest data available from the police and is provisional and subject to change.
- 1.9 During the 5 year period, there were eight collisions which caused nine casualties. One of which was considered serious and eight were slight. Accidents have been recorded and are summarised in Appendix A.
- 1.10 There were seven collisions at the junction with Russell Lane, Russell Road and Barfield Avenue. These involved two right turn manoeuvres onto Russell Road and two vehicles existing Russell Road. The other accidents concerned movements of ingress/egress on Barfield Avenue and one loss of control on the main road of Russell Lane.
- 1.11 The accident at the junction of Oakleigh Road North and Russell Road involved a vehicle turning right out of Russell Road.

### **Traffic survey**

- 1.12 A traffic survey was conducted from Friday 11 May to Thursday 17 May 2018 at both junctions, Russell Lane with Russell Road and Russell Road with Oakleigh Road North including the movement from Barfield Road.
- 1.13 Summary of results are shown in the figures below:

#### Site 1: Russell Lane / Russell Road / Barfield Avenue



**Figure 1**

1.14 The total volume of vehicles recorded at the junction during the week is 16,232 and 12,682 vehicles were recorded at weekend.

1.15 During weeks days, 3.4% of those vehicles entered Russell Road in which:

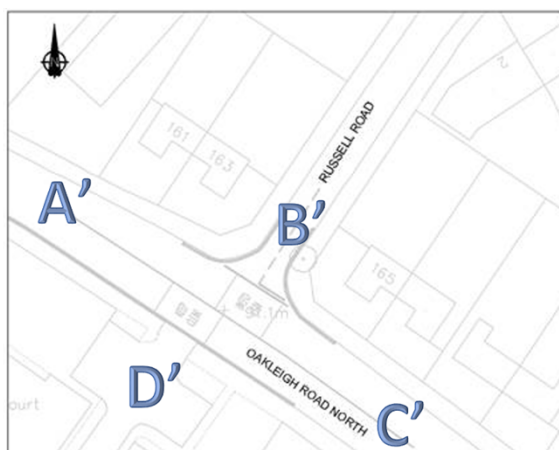
- 75% (2.55% of the total) turn right from B to A (Russell Lane to Russell Road)
- 7% (0.24% of the total) go ahead from C to A (Barfield Avenue to Russell Road)
- 18% (0.6% of the total) turn left from D to A (Russell Lane to Russell Road)

1.16 The percentage of vehicles entering A (Russell Road) from 7am to 7pm is shown below. The period between 7 am and 9 am shows when the highest levels of vehicles are making this movement:

Hours	%
07:00-08:00	11%
08:00-09:00	26%
09:00-10:00	7%
10:00-11:00	5%
11:00-12:00	4%
12:00-13:00	4%
13:00-14:00	4%
14:00-15:00	7%
15:00-16:00	10%
16:00-17:00	8%
17:00-18:00	8%
18:00-19:00	6%

**Table 1**

Site 2: Russell Road / Oakleigh Road North



**Figure 2**

- 1.17 The total volume of vehicles recorded at the junction is 13,083 in a week day and 10,936 vehicles at weekend.
- 1.18 At weeks days 4% of those vehicles exiting Russell Road in which:
- 72% (2.88% of the total) turn right from B to A (Russell Road to Oakleigh Road North)
  - 1% (0.24% of the total) go ahead from B to D (Russell Road to Kendal Close)
  - 27% (0.61% of the total) turn left from B' to C' (Russell Road to Oakleigh Road North)
- 1.19 Percentage of vehicles exiting B (Russell Road) from 7am to 7pm is shown below. The period between 7 am and 9 am shows when the highest levels of vehicles are making this movement:

Hours	%
07:00-08:00	16%
08:00-09:00	27%
09:00-10:00	9%
10:00-11:00	4%
11:00-12:00	4%
12:00-13:00	5%
13:00-14:00	4%
14:00-15:00	4%
15:00-16:00	9%
16:00-17:00	6%
17:00-18:00	7%
18:00-19:00	5%

**Table 2**

- 1.20 Other than those residents who reside on these roads, the traffic volumes are very low in number. Therefore, the majority of vehicles using Russell Road originate from the turning movements via Russell Lane (B1453) avoiding the four-armed roundabout ahead. These vehicles travel along Russell Road and turn right onto Oakleigh Road North (A109) consequently delaying southbound traffic at this section of the Oakleigh Road North (A109). This validates the Members request concerns mentioned above.

### **Speed survey**

- 1.21 A speed survey on Russell Road was carried out from 23 to 29 April 2018. Figures in table below indicate the 12 hours mean and 85<sup>th</sup> percentile (free flow) speeds for each day.

Date	Eastbound		Westbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
23/04/2018	26.3	21.8	24.5	20.5
24/04/2018	25.6	21.3	24.1	19.9
25/04/2018	26.5	21.8	24.1	20.4
26/04/2018	27.1	22.3	24.5	20.7
27/04/2018	25.8	21.5	23.8	19.9
28/04/2018	25.1	20.4	24.6	19.5
29/04/2018	25.6	20.9	23.9	19.1
<b>Average</b>	<b>26.2</b>	<b>21.6</b>	<b>24.2</b>	<b>20.2</b>

**Table 3-Speed Data**

- 1.22 Both directions of travel indicate that the average mean speeds for the study area are significantly below the classified 30mph speed limit. The average 85th percentile advises that 15% of the vehicles are exceeding the average mean speed.

### **Proposed Improvements**

- 1.23 Following the site visits, the analysis of the accident data, traffic volume and speed surveys carried out, two options have been proposed as follow.

#### **Option 1: No Right Turn from Russell Road to Oakleigh Road North**

- 1.24 The Option aims to introduce an experimental Traffic Management Order banning the right turn from Russell Road to Oakleigh Road North, except Cyclists and operating Monday to Friday between 7am and 10 am. *Refer to Appendix B, Drawing No BC/001409-03\_FS\_100-01.*
- 1.25 Contravention of traffic management orders is an offence under the Road Traffic Regulation Act 1984 and any such contravention will be legally enforced. It will therefore address and mitigate any future potential vehicle turning movements and minimize conflicts at this junction.
- 1.26 During the experimental period, cameras will be installed to monitor the proposed movements and operation times during experimental Traffic Management Order.
- 1.27 Additional waiting restrictions are proposed at the junction of Russell Road and Russell Lane and on Russell Road., The details are included in 'Measure 1' as the waiting restrictions are being proposed to be progressed on a permanent basis rather than as an experimental measure.
- 1.28 The advantages of Option 1 are:
- Improve southbound flow on Oakleigh Road North during certain times;
  - Also prevents vehicles that go straight across from Banfield Road into Russell Lane from then turning right into Oakleigh Road North;
  - Waiting restrictions will reduce obstructive parking on Russell Lane at School Dropping off times;

- Limited disturbance of access to residents' properties.

1.29 The disadvantages of Option 1 are:

- Traffic Management Orders required;
- Residents will not be able to turn right out of Russell Road during the restricted times;
- May result in longer queues on Russell Lane on the approach to the roundabout during peak periods;
- Risk of non-compliance without any self-enforcement measures;
- Requires additional Advance Warning signs on Russell Lane and Barfield Avenue.

1.30 The cost estimated for the scheme is shown in Table 4 below:

Detailed Design (including monitoring during experimental TMO)	£2,300
Consultation & TMO	£3,200
Construction (works cost)	£4,700
Cameras monitoring study (10 days' analysis)	£7,500
Implementation, supervision and post implementation costs	£650
<b>TOTAL</b>	<b>£18,350</b>

**Table 4**

#### Option 2: No Right Turn from Russell Lane to Russell Road

1.31 This option proposes to introduce an experimental Traffic Management Order banning right turns from Russell Lane to Russell Road, except Cyclists and operating Monday to Friday between 7am and 10 am. *Refer to Appendix B, Drawing No BC/001409-03\_FS\_100-02.*

1.32 Contravention of traffic management orders is an offence under the Road Traffic Regulation Act 1984 and any such contravention will be legally enforced. It will therefore address and mitigate any future potential vehicle turning movements and minimize conflicts at this junction. Cameras will be installed at Russel Road junction with Russell Lane to monitor its movements and operation times during experimental Traffic Management Order. The Committee should note that these are monitoring cameras during the experimental period and not enforcement cameras

1.33 As with Option 1 additional waiting restrictions are proposed on at the junction of Russell Road and Russell Lane and on Russell Road.

1.34 The advantages of Option 2 are:

- Reduce the numbers of vehicles turning right onto Oakleigh Road North;
- Reduce the number of collisions at this junction;
- Improve southbound flow on Oakleigh Road North during certain peak times.



1.35 The disadvantages of Option 2 are:

- Disturbance for residents accessing to their properties;
- Residents will not be able to turn right into Russell Road during the restricted times;
- Does not prevent vehicles that go straight across from Barfield Road into Russell Lane from then turning right into Oakleigh Road North;
- Traffic Management Orders required;
- Higher cost.
- May result in longer queues on Russell Lane on the approach to the roundabout during peak periods.
- Risk of non-compliance without any self-enforcement measures

1.36 The cost estimated for the scheme is shown in Table 5 below:

Detailed Design (including monitoring during experimental TMO)	£2,300
Consultation & TMO	£3,200
Construction (works cost)	£7,500
Cameras monitoring study (10 days' analysis)	£6,800
Implementation, supervision and post implementation costs	£650
<b>TOTAL</b>	<b>£20,450</b>

**Table 5**

**'Measure 1' – Additional Waiting Restrictions**

1.37 In order to alleviate the concerns raised related to congestion and traffic flow along this section of Oakleigh Road North, the following measures have been proposed on Oakleigh Road North northbound and southbound, between Russell Road and Barfield Avenue (*please refer to Appendix B, Drawing No BC/001409-03\_FS\_100-03, BC/001409-03\_FS\_100-04 and BC/001409-03\_FS\_100-05*):

1.37.1 Waiting restriction from Monday to Friday 7am to 10am on Russell Road between the following locations:

- (i) Russell Road (south), 19 m approximately from existing double yellow lines.

1.37.2 Waiting restriction from Monday to Friday 7am to 7pm on Oakleigh Road North between the following locations:

- (i) Loring Road and Russell Road, approximately 51 metres, northbound side;
- (ii) Pollard Road to Loring Road, approximately 77 metres, northbound side.
- (iii) Outside no. 239 on Oakleigh Road North approximately 5 metres, southbound side,
- (iv) Raleigh Drive and Oakleigh Crescent, approximately 15 metres, northbound side.

- (v) Oakleigh Crescent and Barfield Avenue, approximately 27 metres, southbound side.

1.37.3 Introduction of “At Any Time” waiting restrictions at:

- (i) Russell Lane at its junction with Russell Road;
- (ii) Extension of “At any Time” waiting restrictions to existing bus cage Myddleton Park Oakleigh Park (Stop BA) bus stop;
- (iii) Oakleigh Road North junctions with Oakleigh Crescent, Loring Road and Hobart Close (measures indicated approximately on drawings);
- (iv) Roundabout (Oakleigh Road North/Pollard Road/ Russell Lane) at Oakleigh Road North north-eastbound to Russell Lane.
- (v) Roundabout (Oakleigh Road North/Pollard Road/ Russell Lane) at Russell Lane to Oakleigh Road North southbound.
- (vi) Oakleigh Road North (northbound) just before Roundabout (Oakleigh Road North/Pollard Road/ Russell Lane).

1.38 The advantages of the additional waiting restrictions (Measure 1) are:

- The above measures will optimise efficient movements and reduce traffic congestion along this section Oakleigh Road North, will help buses and larger vehicles to safely pass each other from obstructive parked vehicles on both sides of the road and improve local traffic journey times for all modes of transport.
- Assist vehicles to manoeuvre safely without parking obstructing the flow of traffic.

1.39 The disadvantages of the additional waiting restrictions (‘Measure 1’) are:

- Loss of parking on both sides of Oakleigh Road North and the side roads, approximately between 36 and 39 parking spaces will be lost as detailed on Appendix B, Drawing no. BC/001409-03\_FS\_100-03.
- Traffic Management Orders required.

1.40 The cost estimated for the additional measures is shown in Table 6 below:

Detailed Design (including monitoring during experimental TMO)	£950
Consultation & TMO	£2,800
Construction (works cost)	£1,750
Implementation, supervision and post implementation costs	£500
<b>TOTAL</b>	<b>£6,000</b>

**Table 6**

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The two Options explained above are considered feasible. However, officers recommend Option 1 for reduced disturbance to local residents on Russell Road and adjacent roads and that it also captures vehicles from Barfield Road into Russell Road from turning right into Oakleigh Road North. As the main issue is currently occurring in the morning peak period it has been proposed that banned turn will only be in place Monday to Friday between 7am -10am.

- 2.2 Experimental Traffic Management Orders (TMOs) allow for public comments about the measures to be considered in the first 6 months of operation, and allows the Council to monitor the effects of the measures before deciding whether or not to make them permanent.
- 2.3 Experimental Orders have a maximum duration of 18 months and the first 6 months of the experiment constitute the consultation period whereby comments/objections to the proposals are received and considered. Before the 18 months has expired, the Council is obliged to consider all comments received from the public about the scheme before making a decision whether or not to continue the measures permanently, and if so, with or without modification. This will also be done in discussion with local ward councillor.
- 2.4 As part of the Council's statutory duty under the Traffic Management Act 2004 to ensure efficient levels of traffic flow in the borough, and ensuring road safety is maintained on the road network throughout the borough, it is considered that a number of waiting restrictions throughout the borough should be introduced and/or amended which will deter obstruction, improve traffic flow and general road safety for both pedestrians and motorists.
- 2.5 The additional waiting restrictions proposal will improve the flow and traffic and reduce congestion and will be proposed on a permanent rather than an experimental basis and this will be subject to a Statutory Consultation.
- 2.6 The indicative cost for all options have been detailed in previous paragraphs.
- 2.7 In conclusion, we would recommend progressing with 'Option 1' banning the right turn from Russell Road into Oakleigh Road North and 'Measure 1' for the additional waiting restrictions.

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

- 3.1 Investigation and feasibility design for 2018/19 an Accident Remedial Scheme Oakleigh Road South is currently in the process of a review. Any substantial changes to the road layout may have traffic impact on the adjoining Oakleigh Road North and the surrounding areas.
- 3.2 During our discussions with the Councillor, other solutions to improve the network along Oakleigh Road North suggested were to introduce a series of right turn pockets to allow vehicles protection and assist free-flow of traffic on the main road when traffic is turning. Due to insufficient road widths, these measures cannot be accommodated in additional locations, however, these facilities do currently exist at the adjacent junctions, Oakleigh Park North and Oakleigh Avenue, where there is sufficient road widths.
- 3.3 A review and alteration of the signal timings to co-ordinate and enhance local traffic flows would be an alternative future option, subject to available funding.
- 3.4 The idea of introduction of a yellow box junction at the junction of Russell Road with Oakleigh Road North has been dismissed because to this measure

will help vehicles to exit turning right from Russel Road into Oakleigh Road North as Rule 174 of The Highway code states: *"You must not enter the box until your exit road or lane is clear. However, you may enter the box and wait when you want to turn right, and are only stopped from doing so by oncoming traffic, or by other vehicles waiting to turn right."* It is considered that the banning of the right turn will reduce this movement sufficiently so that the existing keep clear is the appropriate marking in this location.

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

- 4.1 Once the recommendation and funding is approved, detailed design would be undertaken, an experimental traffic order would be drafted for the banned right turn. Barnet would then consult with required stakeholders. Subject to no objections from them, the proposal would be made permanent and monitored.
- 4.2 In parallel a statutory consultation will be carried out for proposed waiting restrictions.
- 4.3 In accordance with The Local Authorities' Traffic Orders Procedure) (England and Wales) Regulations 1996, a statutory consultation would be carried out on the proposals through notices outlining the proposals being published in the local Press and London Gazette newspapers, similar notices being erected on-street and letters being delivered to properties close to the relevant locations.
- 4.4 Subject to no material objections being received the measures would be introduced through the making of the relevant Traffic Management Orders.
- 4.5 Should objections be received, then these would be considered by the Chief Officer, before a decision is made whether or not to introduce the proposed restrictions, and if so, with or without modification.

#### **5. IMPLICATIONS OF DECISION**

##### **5.1 Corporate Priorities and Performance**

- 5.1.1 The scheme will help 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 in their area, helping to reduce, noise, air pollution, traffic congestion and speed.
- 5.1.2 Improvements to the borough road network would reduce congestion, increase air quality (lower carbon emissions) and enhance journey times for all modes of transport. This will encourage walking or other active travel, 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 5, 6 and 7 which will need to be refined by LOHAC upon completion of the detail design:

5.2.3 Procurement of the works should be via the existing London Highways Alliance Contract (LOHAC) and the Council's Street Lighting provider as appropriate.

5.2.4 For Option 1 - A sum of £18,350 is requested from the 2018/19 Chipping Barnet Area Committee (CIL) funding for the implementation of the Banned Right Turn on an experimental basis.

5.2.5 For Measure 1 - A sum of £6,000 is requested from the 2018/19 Chipping Barnet Area Committee (CIL) funding for the undertaking a statutory consultation for the recommended waiting restrictions and their implementation subject to the outcome of the consultation.

5.2.6 The total cost of 'Option 1' and 'Measure 1' combined is £24,350.

## **5.3 Social Value**

5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations related to their 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 Area Committees can also determine the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme / project in each case subject to sufficient of the budget allocated to the committee being unspent.

5.4.3 Section 16 of The Traffic Management Act 2004 places a duty on the Council as the local traffic authority for the Barnet administrative area to manage its

road network to secure the expeditious movement of traffic on its road network. The network must be managed with a view to achieving the objective of the duty, so far as may be reasonably practicable, having regard to the Council's other obligations, policies and objectives. The action the Council may take in performing the duty includes the exercise of any powers affecting the use of the network, whether or not those powers were conferred on the Council in its capacity as a traffic authority.

5.4.3 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.4.4 Statutory consultation subject to funding will be carried out in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## 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 Equality Act 2010 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
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristics and persons 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, non-motorised traffic, local traffic, air quality and noise reduction. It would also assist children travelling to and from school and those escorting them.

5.6.4 The proposals in this report are not expected to disproportionately disadvantage individual members of the community.

5.6.5 It is considered that the Council has met its public sector equalities duty in considering these issues.

## 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 public consultation will be carried out on the proposals.

## **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 Chipping Barnet Area Committee 19<sup>th</sup> February 2018, Item 11:

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9308&Ver=4>