

	<p>Chipping Barnet Area Committee</p> <p>23 January 2019</p>
<p style="text-align: right;">Title</p>	<p>Livingstone School, EN4- Feasibility Study</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>East Barnet</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- Design Drawings: BC/001492-04-01-100-01 BC/001492-04-01-100-02</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake- Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

Summary

This report details the results of a feasibility study which involves investigating measures to improve traffic flow during school opening and closing times around Livingstone School.

Recommendations

- 1. That the Chipping Barnet Area Committee note the review of the improvements in the area around Livingstone School as outlined in this report.**
- 2. That the Chipping Barnet Area Committee approve the Officer preferred Option for a “point of no entry” system on to Baring Road from Castlewood Road.**
- 3. That the Chipping Barnet Area Committee authorise the Strategic Director for Environment to consult residents and stakeholders on the preferred Options.**
- 4. That subject to no objections being received to the statutory consultation, referred to in recommendation 3, the Chipping Barnet Area Committee instruct the Strategic Director for Environment to introduce the approved proposal.**
- 5. That the Chipping Barnet Area Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 3, 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.**
- 6. That the Chipping Barnet Area Committee agree to allocate the funding of £15,400 CIL from this year’s CIL Area Committee budget to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the proposal.**

1. WHY THIS REPORT IS NEEDED

- 1.1 During the Chipping Barnet Area Committee on the 9 July 2018, Councillor Felix Byers made representations related to results of a site survey carried out in respect to parking activity in roads near JCOSS School and Livingstone School, EN4.
- 1.2 Following discussion of the item, the Committee therefore resolved:
 - 1) That the Chipping Barnet Area Committee instructs the Strategic Director for Environment to carry out a feasibility study in roads in the vicinity of Livingstone Primary School.
 - 2) That the Chipping Barnet Area Committee agree to allocate the funding (CIL from this year’s CIL Area Committee Budget) of £5,000 to the actions outlined in recommendation 1 above.
- 1.3 This report is therefore required to investigate the feasibility of introducing measures to improve traffic flow and safety near Livingstone School. These measures have incorporated recent discussions between the School and the School Travel Advisor.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations are in response to a Members Item calling for improved safety and traffic flow near Livingstone School.
- 2.2 An initial site visit took place during peak periods on 7 November 2018. Potential solutions have been considered and appraised against the reported issues which were raised by the Members Item above.
- 2.3 Baring Road and Castlewood Road are both currently subject to a 30mph speed limit and both roads form part of bus route 384. It was noted that during the peak period that parked vehicles impacted the bus drivers' ability to negotiate the route safely.
- 2.4 Officers observed that Baring Road was subject to congestion as it is a narrow two-way road near Livingstone School, and that parking during school drop off and pick up in the immediate vicinity of the school was dense.
- 2.5 As part of this feasibility study, the personal injury data was analysed investigating 60 months of collision data to 31 March 2018. This is the latest data that was available from the police and the 2018 data is provisional and subject to change. According to the data, there were no collisions in the last 60 months.
- 2.6 Following the site survey, discussion with the School Travel Advisor and a review of the vehicle movements, two Options to address traffic problems near Livingstone School have been developed, which are summarised in table 1 below:

Table 1 – Design Options

Option	Summary	Summary of Potential Advantages/ Disadvantages
<p>Option 1 BC/001497_04-100-01</p>	<p>This Option involves converting Baring Road to one-way in a north-east bound direction with entry into Baring Road from Castlewood Road prohibited.</p> <p>In addition, waiting restrictions are proposed opposite the school on Baring Road and at the triangle located at the junction with Castlewood Road to deter obstructive parking.</p>	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Reduced vehicle traffic on Baring Road during school times which will improve traffic flow and the pedestrian experience for pupils during school drop off and pick up. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Possible increase of traffic and bus journey times. - Baring Road residents will have

		<p>to exit via Castlewood Road and will be unable to access Baring Road via Castlewood Road which is likely to have a negative impact on the junction at peak times.</p> <ul style="list-style-type: none"> - There are many dwellings near Livingstone School and historically residents to not support waiting restrictions (yellow lines) due to loss of parking.
<p>Option 2 BC/001497_04-100-02</p>	<p>This Option involves banning entry into Baring Road from Castlewood Road.</p> <p>In addition, waiting restrictions are proposed opposite the school on Baring Road and at the triangle located at the junction with Castlewood Road to deter obstructive parking.</p>	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Reduced vehicle traffic on Baring Road during school times which will improve traffic flow and the pedestrian experience for pupils during school drop off and pick up. - This option will cause less disruption to local residents as vehicles will not be prohibited from travelling southbound on Baring Road. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Possible increase of traffic and bus journey times. - Baring Road residents will be unable to access Baring Road via Castlewood Road.

		<ul style="list-style-type: none"> - There are many dwellings near Livingstone School and historically residents to not support waiting restrictions (yellow lines) due to loss of parking.
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2.7 The above Options have been reviewed on site by officers. Option 2 which is detailed on drawing BC/001497_04-100-02 is the preferred Option. This option offers the least amount of disruption to residents and reduces the volume of traffic around Livingstone School.

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 the proposed improvements; however, this will not address the original concerns raised in the Members Item.

4. POST DECISION IMPLEMENTATION

4.1 If the recommendation is approved, detailed design would be undertaken. Statutory consultation will be carried out and comments invited. 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 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 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 for the proposals as shown below in Table 4, which will need to be refined by LOHAC upon completion of the detailed design:

Table 3 –Cost Estimates

Activity	Estimated costs
Detailed Design (Including statutory processes, advertising, public consultation, safety audits etc.)	£6 500
Build Cost (Including accrual costs.)	£7 500
Sub-TOTAL	£14 000
Implementation & post implementation fee @ 10%	£ 1 400
GRAND TOTAL	£15 400

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

5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £247,000. This balance consists of an in year CIL allocation of £150,000, combined with a prior year carry forward of £174,800 minus items agreed at previous Committee meetings.

5.2.4 The maximum that can be approved from the CIL Area Committee budget is £25,000.

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 Traffic Management Act 2004 places an obligation on local 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.

5.4.2 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.

5.4.3 CIL is a planning charge that was introduced by the Planning Act 2008 to help

deliver infrastructure to support the development in an area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended (“the Regulations”).

5.4.4 Section 216 of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. The Council as the Charging Authority has published a Regulation 123 List (of the Regulations) which lists infrastructure that will be funded wholly or in part by CIL.

5.4.5 Regulation 59 (f)(3) of the Regulations as amended allow the Council, as the Charging Authority to use the CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with addressing the demands that development places on an area.

5.4.6 As a result of this, 15% of the CIL budget is allocated to the Area Committee.

5.4.7 Article 7 of the Council’s Constitution states that Area Committees may (in relation to the areas covered):

- Take responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.
- Determine the allocation of CIL 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.

5.5 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

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.

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.

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

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

5.7 Consultation and Engagement

5.7.1 A public consultation will be carried out on the proposals and details of the proposals will be advertised in the local press.

5.8 Insight

5.8.1 The proposals have been informed by on site observations and discussions with the school travel plan advisor for Livingstone School.

6. BACKGROUND PAPERS

6.1 Chipping Barnet Area Committee 9th July 2018

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9534&Ver=4>

6.2 Parking Investigations- Roads Near JCROSS School, New Barnet 9th July 2018

<http://barnet.moderngov.co.uk/documents/b31009/Item%2015%20-%20Parking%20Investigations%20Roads%20Near%20JCROSS%20School%20New%20Barnet%2009th-Jul-2018%2019.00%20Chippin.pdf?T=9>