



Chipping Barnet Area Committee

3 October 2019

Title

Cromer Road – Request for 20mph Limit

Report of

Executive Director, Environment

Wards

High Barnet

Status

Public

Urgent

No

Key

No

Enclosures

Appendix A - Option drawings
Appendix B – Road Safety Audit

Officer Contact Details

Jamie Blake- Executive Director for Environment
Jamie.blake@barnet.gov.uk

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, Shaftesbury Avenue and Bulwer Road, as well as the outcome of an external Road Safety Audit regarding the proposals. It outlines options to address pedestrian and road safety and puts forward the Ward Councillors preferred recommendation.

Officers Recommendations

1. That the Chipping Barnet Area Committee notes the review of the safety improvements on Cromer Road, Shaftesbury Avenue and Bulwer Road in the two options set out in this report and as shown on the drawings in Appendix A and on the Road Safety Audit in Appendix B.

2. That the Chipping Barnet Area Committee, noting the Council's Policy on Traffic Calming, agrees Option 2 as the Ward Councillors preferred solution.
3. That the Chipping Barnet Area Committee instructs the Executive Director, Environment to instruct officers to carry out a statutory consultation on the preferred Option 2 shown on Appendix A, Drawing no. BC/001640-01_FS_100-03.
4. That subject to no objections being received to the statutory consultation, referred to in recommendation 3, the Committee authorise the Executive Director, Environment to implement the preferred Option.
5. That the Chipping Barnet Area Committee authorises the allocation the funding (CIL from this year's CIL Area Committee budget) of £15,500 to implement the approved Option.

1. WHY THIS REPORT IS NEEDED

- 1.1 On 27 March 2019 Chipping Barnet Committee, considering the petition raised on 6 March Chipping Barnet Residents Forum regarding the traffic calming measures on the Cromer Road one-way system, the Committee resolved to allocate up to a maximum of £5,000 towards a further review of traffic calming measures on Cromer Road, Shaftesbury Avenue and Bulwer Road in conjunction with the installation of a 20mph speed limit. The measures will be subject to an independent Road Safety Audit and the outcome of the feasibility study and costings of the proposed options will be reported back to the July meeting of the Chipping Barnet Area Committee. The proposals will be costed separately for the three individual roads.
- 1.2 In this assessment the following have also been considered:
 - Previous investigations and surveys included in "*Cromer Road-Request for 20 mph zone*" report which was presented on July 2018 Chipping Barnet Area Committee where it was recommended that the proposals were not progressed at the time.
 - Cromer Road School Travel Plan (STP).
 - Road Safety Audit.
- 1.3 In addition, we would like to mention that CCTV cameras to enforce the no-entry at junction with Shaftesbury Avenue and the possibility of combining enforcement of the School Keep Clear are being considered for this area, but this action is out of the scope of this report.
- 1.4 Although consideration has been given to the possibility of implementing proposals on the individual roads and these have costed separately, officers recommend that the three roads Cromer Road/Shaftesbury Avenue/Bulwer Road which are all in vicinity of the Cromer Road Primary School and should be considered a part of one overall scheme.
- 1.5 This report is therefore required to investigate options to address any road safety concerns.
- 1.6 **Accident History**

As part of this feasibility study, the personal injury data was analysed investigating 60 months of accident data to December 2018. 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
03/04/2014	Slight	Potter's Road junction with Cromer Road – Driver careless, reckless in hurry, involved pedestrian at zebra crossing.
21/05/17	Slight	Plantagenet Road junction with Bulwer Road
19/12/18	Slight	Bulwer Road junction with Plantagenet Road

1.7 Speed survey

A seven days 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 hours 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

1.8 Proposed layout improvements

1.8.1 Following a 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, three options for a 20 mph speed limit have been proposed considering the following standard specifications:

- **20 mph speed ‘Limits’ schemes:** are enforced by signs alone and further traffic calming measures are not needed. However, this would be most appropriate where 85th percentile speeds are already low (24 mph or below).
- **20 mph speed ‘Zone’ schemes:** using terminal (zone exit) signs together with suitable traffic calming measures to provide a ‘self-enforcing’ element. Even though there is a relaxation in the number of traffic calming measures needed, the TRSGD 2016 set outs that at least 1 physical traffic calming feature is required within a 20 mph Zone. Beyond that, traffic authorities may, at their discretion, place any combination of the following at 100 metres (maximum) intervals:
 - additional physical traffic calming features;
 - upright signs;
 - 20 mph roundel markings.

In addition, 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’.

1.8.2 Option 1A: Proposed 20 mph zone.

This Option which is detailed in Appendix A includes the introduction of a 20 mph speed Zone covering the following roads:

- Cromer Road;
- Shaftesbury Avenue;
- Bulwer Road.

As a physical traffic calming measures, three locations for speed cushions have been proposed as follows:

- Cromer Road: Outside No. 19;
- Shaftesbury Avenue: Outside No. 8;
- Bulwer Road: Outside Nos. 22/24.

As recommended in Appendix B-Road Safety Audit paragraph 2.2 the proposed cushions outside no 8 will be relocated, due to an existing cover on the carriageway.

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 parking.

Disadvantages

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

Cost Estimate

Detailed Design	£2,500
Safety audit, surveys etc	£1,500
Consultation & TMO	£4,500
Construction (works cost)	£9,500
Implementation, supervision and post implementation costs	£1,800
TOTAL	£19,800

Table 5 – Cost Estimate for Option 1A

1.8.3 Option 1 B: Proposed 20 mph Zone

This Option covers the same roads and the same measures with the introduction of speed cushions at the entrance of each road as detailed in Appendix A.

This option is originated as an additional recommendation by Auditors but not shown in **Appendix B-Road Safety Audit** as follows:

“Lack of physical speed reducing features at the gateway points in to the 20mph zone. While this would not be raised as a road safety matter within the audit report as 20mph carriageway roundels have been proposed, we would recommend installing a physical speed reducing feature (i.e. cushions) within 20m of each gateway point into the area to capture low vehicle speeds and to emphasise a change in road environment as motorists enter the area.”

Therefore, we would have the same advantages and disadvantages as Option 1A, but with the additional advantage of a more effectiveness in speed reducing.

Cost Estimate

Detailed Design	£2,500
Safety audit, surveys etc	£1,500
Consultation & TMO	£4,500
Construction (works cost)	£14,350
Implementation, supervision and post implementation costs	£1,800
TOTAL	£24,650

Table 6 – Cost Estimate for Option 1B

1.8.4 Option 2: Proposed 20 mph Limit.

This option which is detailed in Appendix A includes the introduction of a 20 mph speed Limit covering the same roads as Option 1A and 1B.

Traffic calming measures are not needed for 20 mph Limit, so this option 2 comprises only 20 and 30 mph terminal signs and repeater 20 mph roundel road markings.

However, as mentioned in paragraph 1.7.1, 20 mph speed Limits schemes would be most appropriate where 85th percentile speeds are already low (24 mph or below) and as per speed survey, we have the following speeds:

- Cromer Road: Average 25.9 mph
- Shaftesbury Avenue: Average 27.7 mph
- Bulwer Road: Average 25 mph

Therefore, this Option is not recommended by Officers as the aim to reach a speed of 20 mph will not be achieved.

Cost Estimate

Detailed Design	£2,000
Safety audit, surveys etc	£1,500
Consultation & TMO	£4,500
Construction (works cost)	£6,000
Implementation, supervision and post implementation costs	£1,500
TOTAL	£15,500

Table 7 – Cost Estimate for Option 2

The Appendix B-Road Safety Audit, item 2.1, raises concerns with this proposal, unless traffic calming features are provided, as is the case in Option 1A and Option 1B above.

1.8.5 Additional measures

Due to the three One Way system streets being longer than 100 metres, additional signs for One Way System are required as a reminder. These additional signs and their locations are shown in all the Option drawings. (Note that the cost for these signs have been included in Scheme cost estimates in Tables 5, 6 and 7.

1.9 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.

1.10 However, Ward Councillors have been consulted on the introduction of vertical measures and were not in favour as part of this scheme and were in favour of the 20mph limit.

1.11 Conclusions and Recommendations

In discussion with Ward Councillors Option 2 will be recommended for approval and subject to statutory consultation then to implementation.

2. REASONS FOR RECOMMENDATIONS

2.1 The recommendation to progress the introducing of a 20 mph Speed Limit (Recommended Option 2) 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 The two options 1A and 1B for the 20 mph Zone are both considered feasible. Although, Option 1B is more expensive (£24,650.00) than Option 1A (£19,800.00), Option 1B will be more effective in terms of reducing the speed on these roads.

3.2 The introduction of physical horizontal traffic calming measures as kerb build-outs and vertical measures in the form of speed cushions have been considered and not recommended because of the loss of parking bays and due to the high cost associated as those require the installation of new gullies.

3.3 The only other Option at this stage is not to proceed with the proposed improvements, however, this will not address the original concerns raised by 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.

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 The current area committee balance for Chipping Barnet is £0.175m, any scheme to be approved for 2019/20 will come from this balance. This takes in account of the amount of unallocated funds from prior years, as well as allocated for the current financial 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 and 6 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 2, a sum of £15,500 is requested from the 2019/20 Chipping Barnet Area Committee (CIL) funding for the undertaking a statutory consultation, detail design and implementation subject to the outcome of the consultation.

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.

5.4.3

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 Committee approval, 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, site observations and an independent Road Safety Audit.

6. BACKGROUND PAPERS

6.1 Minutes of the Chipping Barnet Area Committee 27 March 2019- Item 7:

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MIId=9537&Ver=4>

6.2 Minutes of the Chipping Barnet Area Committee 9 July 2018- Item 13:

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

