

FINCHELY & GOLDERS GREEN AREA ENVIRONMENT SUB-COMMITTEE

25 June 2013

ADDENDUM TO AGENDA ITEM 9: SQUIRES LANE and Manor View N3 – Review of Traffic and Safety Improvements

Please replace sections (1), (9.7) and (9.8) with the below

1.0 RECOMMENDATIONS

- 1.1 That the Committee note the outcome of the investigation and the highlighted Option 1 measures as presented in this report of;
 - a) providing pedestrian and safety improvements at the vicinity of the Rosemary Avenue junction,
 - b) enhancing pedestrian and safety improvements at the vicinity of the Etchingham Park Road junction,
 - c) introducing improvements to the existing pedestrian facilities outside Manorside Primary School, and
 - d) standardising and regularising signage at all identified junction locations on the rest of Squires Lane.
 - 1.2 That the Committee decide whether or not the introduction of some or all of the above Option 1 measures should be progressed, and
 - 1.3 That the Committee subject to 1.1 and 1.2 above, instruct the Director for Place as appropriate to proceed to a detailed design and public consultation on the preferred outcome with a view to implementation subject to availability of resources and in liaison with the Cabinet Member for Environment.
 - 1.4 That the Committee confirm that they agree not to progress with Additional Request 1 or Additional Request 2 as detailed in paragraphs 9.7 and 9.8 below.
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9.7 Review of Mini Roundabouts at Lichfield Grove and Station Road

- 9.7.1 Traffic measures in the form of humps and mini-roundabouts were removed at this location during 2008 when the road was being resurfaced and it does not appear that the post-evaluation surveys recommended retention of the measures.
- 9.7.2 The review of the junctions with a view to re-instating the mini-roundabouts is treated as **Additional Request 1** in this report. It would not appear from context of TMB the Council's assessment criteria that 'implementation of a 4-arm mini-roundabout at either of the junctions would present a cost-effective solution as it lacks both the economic and the safety justification'. The officer conclusion is informed by assessments and observations summarised in Table 4 below:

Table 4	Are criteria for mini roundabout met?	
	Lichfield Grove	Station Road
Speed limit 30mph or less	Yes	Yes
Is the 85%ile speed <35mph?	Yes	Yes
Vehicular flows, each arm >500 vehicles? (AM & PM peak period counts used to predict likely AADT figures)	No	No
Land requirements (site sketch & observations suggest extensive kerb realignment and footway take)	No	Yes (but minimal kerb re-alignment)
Accident prediction – 4-arm mini roundabout when compared to Give way -junction priority.	No (Has 1 in 3 years = 0.33/yr)	No (Has 2 in 3 years = 0.66/yr)
Value for Money	No (see comments below)	
User requirements - (Item 4.6 of TD54/07 makes a specific mention of 'routes to schools'). Pedestrians and children, two-wheelers	Yes (there are schools within a 300m radii)	
Traffic calming – as no preliminary geometric design has been produced the assessment has not been done. My comments are based on turning movements data from a 15.5.13 one day survey Forward Visibility	<p><i>A mini roundabout confers priority to right-turning movements out of Station Road but looking at the flow data, this benefit might be minimal.</i></p> <p><i>Since a mini roundabout would confer priority to right-turning movements out of Station Road over Squires Lane southbound traffic approaching the junction, forward visibility on Squires Lane must be adequate for the recorded 85%ile speeds. This is not currently met hence the proposal for a VAS.</i></p>	

- 9.7.3 At other locations with mini-roundabouts, there is an added benefit that appears to accrue as traffic speeds get reduced and appear to encourage more cautious driving. They can also fit into limited space.
- 9.7.4 However, they are not necessarily helpful for pedestrians, cyclists and the mobility impaired.
- 9.7.5 When looking at the accidents records, at present the Lichfield Grove and Station Road Give-Way priority junctions are actually performing much better than would be the case if mini-roundabouts were to be re-introduced. The current predicted accident rate is 1.35/yr for mini roundabouts in London.

9.7.6 The costs for re-introducing the mini roundabouts are not justified when assessed against the agreed criteria. Barnet will have to consider spending significant costs in altering layout/kerb-realignment, providing electrical for illuminated signing, losing parking bays, converting existing footway to a widened carriageway. **Additional Request 1** is not therefore recommended by officers for consideration.

9.8 Restricting Access on Manor View and Squires Lane

9.8.1 Some local residents have asked for an option to ban through traffic on Squires Lane and only permit buses and emergency vehicles while prohibiting straight-ahead movements on all arms of the Squires Lane / Long Lane junction.

9.8.2 This is in theory treated as **Additional Request 2** in this report although following a desk top study, and also informed by subsequent meeting with the ward members, it has not been necessary for officers to pursue detailed investigation and quantify the impact beyond making the following observations;

- Taking more than 5000 vehicles per day, closing off Squires Lane is likely to be unviable without an alternative practicable route with spare capacity being identified elsewhere
- The likely impact would be on Church Lane N3 which already accounts for significant volumes or the A1000/Fortis Green junction which cannot be expected to accommodate any significant increase.
- A large catchment area is affected and might therefore meet resistance from the public
- Looking at the recorded personal injury accident records, there does not appear to be a compelling reason for such a drastic measure with far-reaching consequences, as localised improvements such as Option 1 can be implemented at a fraction of the price to mitigate the concerns.
- The impact study for Additional Request 2 is likely to be resource intensive due to the large catchment area and is likely to displace the problem to other less unsuitable roads or routes such as the A1000 and A406 that are part of the London Strategic Road Network and might therefore attract resistance from Transport for London.

9.8.3 Therefore **Additional Request 2** in this report is not taken forward for further development and likewise not recommended by officers.