

<u>MEETING</u> CHIPPING BARNET AREA COMMITTEE
<u>DATE AND TIME</u> MONDAY 30TH OCTOBER, 2017 AT 7.00 PM
<u>VENUE</u> HENDON TOWN HALL. NW4 4BG

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
1.	POTTERS ROAD JUNCTION WITH WOODVILLE ROAD, EN5 SAFETY IMPROVEMENTS	3 - 22

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	<h2>Chipping Barnet Area Committee</h2> <h3>30 October 2017</h3>
<p style="text-align: right;">Title</p>	<p>Potters Road junction with Woodville Road, EN5 Safety improvements.</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>High 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 - Drawing No. C2016_BC/001029-01-100-01 Option 1 Appendix 2 - Drawing No. C2016_BC/001029-01-100-01 Option 2 Appendix 3 - Drawing No. C2016_BC/001029-01-100-01 Option 3 Appendix 4. - Vehicle tracking. Appendix 5.- Accident Plot and Summary</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Commissioning Director for Environment Jamie.blake@barnet.gov.uk</p>

<h2>Summary</h2>
<p>This report details the outcome of the safety review of pedestrian/road safety improvements on Potters Road at its junction with Woodville Road, EN5.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Chipping Barnet Area Committee notes the review of the Potters Road junction with Woodville Road, EN5 pedestrian/road safety improvement as outlined in this report and the appendices to this report containing details

of design proposals and safety investigation.

2. That the Chipping Barnet Area Committee agrees to implement the officer preferred Option 2 on Potters Road/Woodville Road as set out in this report and detailed in Appendix 2.
3. That if the Chipping Barnet Area Committee decide not to progress with Option 2, that the double yellow lines will be extended on the north side of Potters Road in front of St. Marks Church by 16 metres and 18 metres from the junction with Woodville Road (Option 3) but no further action will be taken at this location.
4. That the Chipping Barnet Area Committee, gives instruction to the Strategic Director for Environment to carry out a statutory consultation on the approved scheme once funding has been made available.
5. That subject to no objections being received to the statutory consultation, referred to in recommendation 4, the Chipping Barnet Area Committee instructs the Strategic Director for Environment to introduce the approved scheme.
6. That the Chipping Barnet Area Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 4, the Strategic Director for Environment will consider and determine whether the agreed option should be implemented or not, and if so, with or without modification.
7. That the Chipping Barnet Area Committee agree to allocate the funding for the agreed Option (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 approved scheme.

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to address the concerns highlighted for road safety and pedestrians crossing located on Potters Road close to the junction with Woodville Road EN5.
- 1.2 A petition was reported to the 26 October 2016 Chipping Barnet Area Committee calling for '*An urgent review of traffic calming measures on Potters Road*'
- 1.3 The lead petitioner, presented the petition to the Committee, stating that Potters Road is a busy Road, and over the summer period there were 3 collisions at the junction with Woodville Road emergency Services were called on all 3 occasions. Concerns were raised that if nothing was done, a fatality would occur as many pedestrians use this stretch of road to walk to two nearby schools (Cromer Road Primary and QE Girls Secondary School).
- 1.4 It was also noted that vehicles turning left into Woodville Road from Potters Road frequently overran the kerb and also suggested the removal of the free unmarked parking bays next to St. Marks Church which causes visibility problems for drivers and pedestrians and blocks visibility from side roads.

- 1.5 The Committee unanimously agreed and it was therefore RESOLVED:
'That the Committee agrees the expenditure of £3,000 from the CIL Infrastructure budget for the Chipping Barnet Area Committee for a feasibility study to be carried out for traffic calming measures to be implemented on Potters Road. A report would come back to the Committee with the available options for Potters Road.'
- 1.6 Site visits have been undertaken and the following were noted:
- Van parked outside St. Marks Church causing visibility issues for pedestrians and vehicles;
 - High traffic volumes on Potters Road;
 - Vehicles overrunning footway when turning left into Woodville Road;
 - Potters Road is a bus route (184, 383 and 626), buses frequently delayed due to vehicles parked outside St. Marks Church.
- 1.7 The Personal Injury Accident Data (PIA) have been analysed and an accident plot and summary are set out in Appendix 4.
- 1.8 The initial investigations and the site visits indicated that overall it would benefit pedestrians to install a pedestrian facility in the form of an island crossing points on Potters Road either side of the junction with Woodville Road. This proposal is shown in Option 1 - Drawing No. C2016_BC/001029-01-100-01. However, on further investigation and more detailed design, the layout of the junction, available carriageway widths and the tight turning radius made this option unfeasible. Therefore, officers are not able to recommend Option 1 as suitable measure for this location.
- 1.9 A further proposal was investigated which incorporated installing a four arm raised junction table with additional crossing points including tactile paving and safety bollards was also considered as beneficial to pedestrians and in reducing the speed of vehicles. The existing double yellow lines would be slightly extended to cover the full extent of the raised table as indicated on the drawing.
- 1.10 Drawing C2016_BC/001029_01-100_01 Option 2 shows the proposed layout which includes the construction of a four arm raised table with 3 crossing points which include tactile paving and safety bollards.
- 1.11 The proposals also includes:
- new 'Slow' road markings on Potters Road approaching the junction with Woodville Road;
 - re-marking all existing road markings.
- 1.12 In addition, concerns were raised that the parking of vehicles in front of St. Marks Church was affecting the visibility of vehicles exiting the junction. The inclusion of waiting restriction outside St. Marks Church was also investigated as part of the study. Site investigations indicated that parked vehicles in this location do effect on motorists' visibility and more so when they are parked

close to the end of the existing sections of double yellow lines. There is a concern that if additional yellow lines were installed for the whole length of the section of road outside St. Marks Church it is likely to move the parking to the opposite side of the road, therefore, waiting restrictions for the whole extent would need to be installed on both sides of the road. However, if yellow lines are installed on both sides of the road the officer view is that they should be installed in conjunction with other measures that would reduce the speed of vehicles along this section of Potters Road.

- 1.13 It should be noted that officers have concerns that although improving visibility, the complete removal of the parking in this location would have the adverse effect of potentially increasing vehicle speeds as motorists currently have to slow down at this location to give way to other vehicles travelling in the opposite direction - especially larger vehicles.
- 1.14 Therefore, unless other measures are installed to reduce speed officers would recommend that the double yellow lines are only extended on the north side of Potters Road in front of St. Marks Church by 16 metres and 18 metres from the junction with Woodville Road. This would improve the visibility at the junction and the forward visibility of vehicles travelling round the bend from Meadway.
- 1.15 The feasibility study indicated that it would benefit both pedestrians and all forms of transport if a four arm raised table with additional pedestrian crossing points on Potters Lane at its junction with Woodville Road. Officers consider that it is only possible to address the issues raised at the junction with the use of vertical measures.
- 1.16 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 14th July 2016. The Environment Committee, having considered the report on the Traffic Calming 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 other calming measures, but acknowledges that 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’.*
- 1.17 Ward Members have been consulted on the measures in Option 2 and confirmed that they are not in favour of any a vertical traffic calming measures in this location and are not in favour of Option 2 incorporating the raised table. Therefore, if yellow lines are installed as part of a stand-alone scheme, then Officers recommend that the double yellow lines are only extended on the north side of Potters Road in front of St. Marks Church by 16 metres and 18 metres from the junction with Woodville Road (Option 3). It would also be appropriate to install the proposed ‘Slow’ road markings on Potters Road

approaching the junction with Woodville Road and the re-marking all existing road markings should the yellow lines be progressed.

2 REASONS FOR RECOMMENDATIONS

- 2.1 The proposals in Option 2 are the preferred Option and recommended to improve safety and make crossing Potters Road and Woodville Road safer and a more attractive environment for local residents, schools and local shopping facilities and for those who make use of the pedestrian footways.
- 2.2 However, the opposition to the vertical measures by Ward Councillors has been noted and should be taken into consideration by the Committee. Should the Committee reject Option 2 and in this case Option 3 is recommended.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Consideration was given to constructing two island crossing points on Potters Road Option 1 in Appendix 1. The islands would significantly reduce the road width and would make turning from Woodville Road into Potters Road unattainable.
- 3.2 The proposed raised table will help improve the crossing facility for pedestrians in this location. However, if this measure wasn't introduced and all parking was removed it is likely that this may have the adverse effect of increasing vehicles speeds in the vicinity of the junction which is also a concern that has been raised.
- 3.3 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 If the reports recommendation is approved, the scheme would be progressed to consultation and implementation stage in the 2017/2018 financial year.

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 The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 Council funding of £3,000 was agreed from the CIL Infrastructure budget for the Chipping Barnet Area Committee to carry out the initial review of Potters Road junction with Woodville Road, preliminary design and layout proposals.

5.2.2 The cost of implementing raised table at the junction of Potters Road/Woodville Road would be in excess of the £25,000 Area Committee Budget therefore if recommended then the scheme would be need to be deferred for prioritisation as part of future programmes of work and funding approval prior to implementation.

5.2.3 The estimated implementation cost for the Option 2 is £35,000 (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1).

5.2.4 If the stand alone scheme for double yellow lines (Option 3) is implemented the cost of the scheme would be £2,000 and the cost could be funded from CIL Infrastructure budget for the Chipping Barnet Area Committee.

5.2.5 The work will be carried out under the existing PFI and LoHAC term maintenance contractual arrangements.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution, in section 15 headed "Responsibility for Functions" (Annex A) states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

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 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

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

5.7 **Consultation and Engagement**

5.7.1 A statutory consultation will be carried out in relation to the scheme proposals.

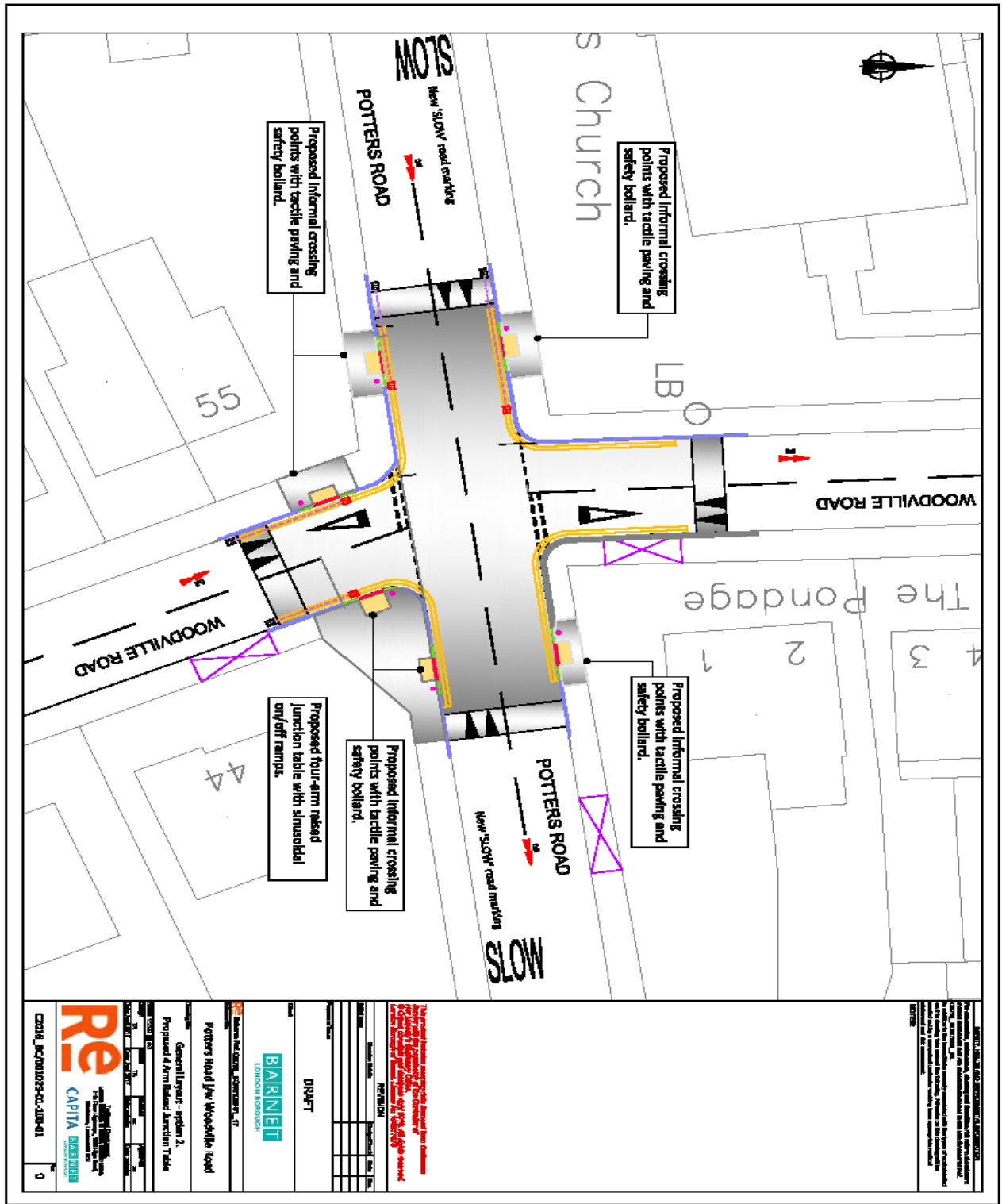
5.8 **Insight**

5.8.1 None in relation to this report.

6 **BACKGROUND PAPERS**

6.1 26 October 2016 Chipping Barnet Area Committee.
<https://barnet.moderngov.co.uk/mgAi.aspx?ID=18050>

Appendix 2



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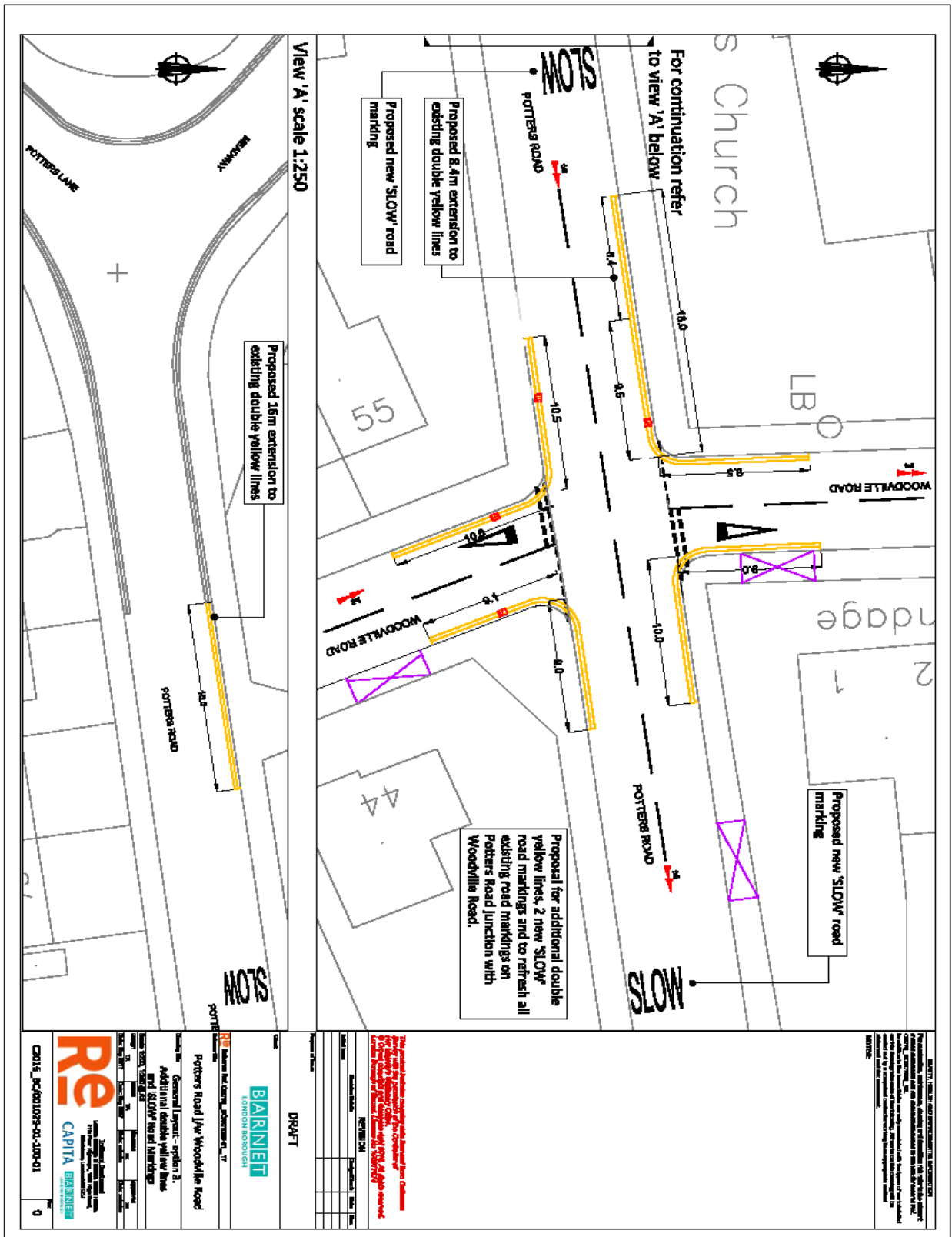
DRAFT
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Pottery Road / W Woodville Road
 General Layout - option 2
 Proposed 4 Arm Roundabout Junction Table

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 CONSULTANTS

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Appendix 3



NOTES:
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 2. THE DRAWING IS THE PROPERTY OF BARNIETT LONDON BOROUGH AND SHOULD NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF BARNIETT LONDON BOROUGH.
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Pottery Road /w Woodville Road

General layout - option 2
 Additional double yellow lines
 NEW 'SLOW' ROAD MARKINGS

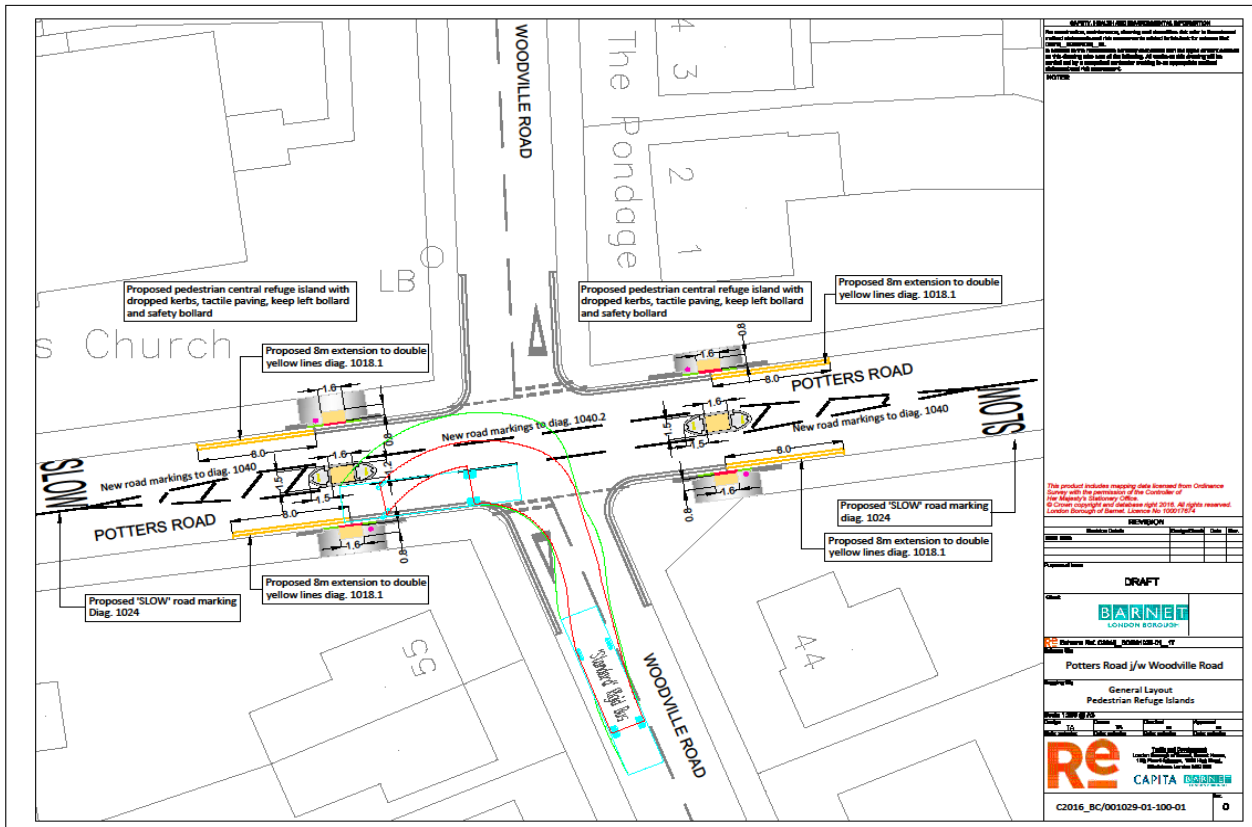
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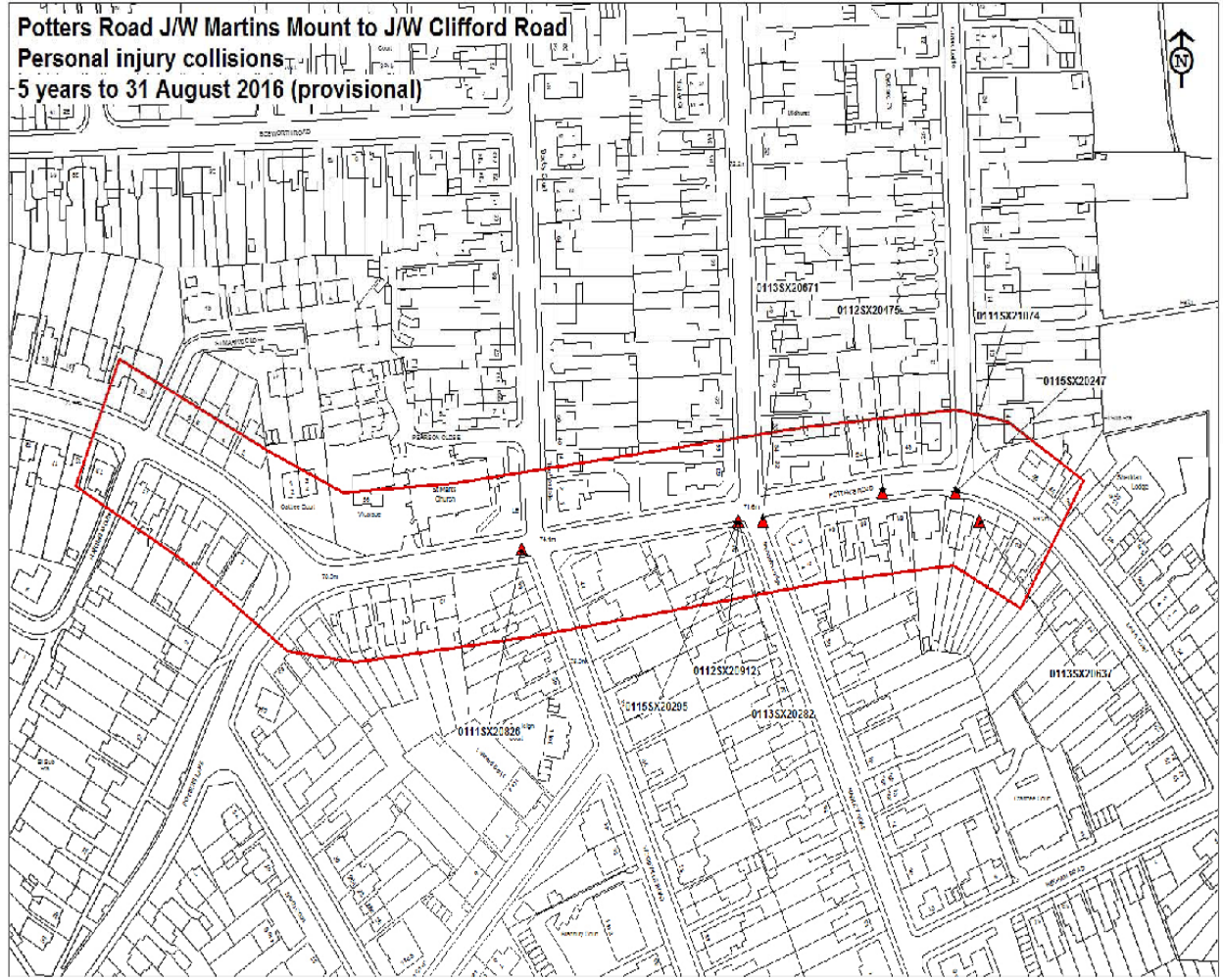
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Appendix 4



Appendix 5



Summary: 5 years to August 2016 (data for 2016 is provisional and subject to change).

- During this 5 year period there were 9 accidents.
- One accident occurred close to the junction of Woodville Road and Potters Road, involving a car on Potters Road travelling east to west, slowing down to make a right turn into Woodville Road when a goods vehicle collided with the rear of the right turning vehicle. Accident occurred in dry conditions and during daylight hours.
- Four accidents occurred on Potters Road close to its junction with Hadley Road. Two involved vehicles turning left out of Hadley Road, one involved a vehicle failing to stop at the Hadley Road junction and one involved a vehicle on the wrong side of the carriageway of Potters Road colliding with a vehicle travelling east to west on Potters Road. Three accidents occurred in dry conditions and one accident occurred in wet conditions, all accidents occurred during daylight hours.
- Four accidents occurred on Potters Road close to its junction with Clifford Road. Two accidents involved motorcyclists, one was hit from behind by a car travelling in the same direction (rear shunt), one involved a car turning right into Clifford Road across the motorcyclist travelling west to east on Potters Road. One accident on Potters Road involved a vehicle travelling east to west on Potters Road being held up in traffic and being hit from behind by a vehicle also travelling east to west on Potters Road (rear shunt). One vehicle on Hadley Road failed to give way at the junction and collided with vehicle travelling south west on Potters Road. Three accidents occurred in dry conditions and one accident occurred in wet conditions, all accidents occurred during daylight hours.

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Appendix 5

Potters Road junction with Woodville Road, four armed raised junction table and additional waiting and loading restrictions

Consultation responses and Officer Comments

A public consultation was undertaken on the scheme between 29 June 2017 and 21 July 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (extension of waiting and loading restrictions and raised table). Press and on-street notices were provided for the statutory changes and a letter and plan distributed to 261 properties in and near the affected roads inviting comments or objections.

The scheme (as shown on Consultation Drawing No. C2016_BC/001029-01-100_01) incorporated:

- Construction of a four arm raised table at the junction of Potters Road and Woodville Road with informal crossing points including dropped kerbs, tactile paving and safety bollards;
- Existing double yellow lines extended on all four arms to aid visibility for pedestrians using the crossing;
- 16m extension of double yellow lines outside St Mark's Church;
- Additional 'SLOW' road markings.

.7 responses were received.

5 expressed support for the scheme in general. (Items 1 to 5 below)

2 objected to the scheme in general (Items 6 to 7 below)

More detail is provided in the table below.

Number of similar responses	Consultation response (summarised)	Officer comment
1	General support for 20mph schemes. As it is a tricky crossroads and any measures that make it safer will be an improvement.	Noted
2	Resident of Pearson Close was pleased to learn of the proposals as it was sometimes difficult turning out of Pearson's Close. Resident also requested refreshing give way markings on Pearson Close as they were fading.	Noted
3	Several residents were in favour of the scheme but asked if we can consider additional road humps on Potters Road towards Potters Lane as it is a blind corner and traffic speeds dangerously around the bend.	Noted. May be considered as part of a future traffic calming scheme but will not be incorporated into this scheme.
4.	Resident in favour of scheme but raised concerns on a number of points	Summary of reply to resident <ol style="list-style-type: none"> 1. The frequency of incidents has increased in the past few years.

	<p>especially in relation to the extents of the proposals and the impact on their properties access.</p>	<p>Has the reason for the collisions been analysed to determine the main cause of this spike? My (unscientific) belief is that it is excessive speed, plus the dreadful sight lines from, and to, the corner of the Meadway due to parked commercial vehicles outside the church entrance (north side of Potters Road). The parking of commercial vehicles here is a relatively recent change (past 2 years?).</p> <p>Response: Attached is collision data obtained from the police/Tfl. for 5 years to 31 August 2016. These accidents are those reported to the police, It is appreciated there may well have been other unreported collisions which we do not have on record.</p> <p>2. Is there any data that you can share, that analyses the likely causes of the collisions and any pattern which has led to the planned measures?</p> <p>Response: The collision data attached indicates no particular overriding contributing factors, all occurred during daylight hours and only 22% were in wet conditions, the accidents were all classified as 'slight' and indicate a certain amount of driver error. The proposed measures are for both vehicles and pedestrian safety as well as collision reduction. https://tfl.gov.uk/corporate/safety-and-security/road-safety/london-collision https://collisions.london You may also find the above websites of interest</p> <p>3. Have other, less drastic, measures been considered before drawing up this extensive proposal? eg a 20 mph speed limit, solar powered speed signs or even speed cameras.</p> <p>Response: Potters Road does not meet the TfL criteria necessary for a speed camera, ie number of</p>
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		<p>persons killed or seriously injured.</p> <p>A 20 mph speed limit without traffic calming, would not be appropriate, it is also a bus route, and difficult to enforce. Vehicle Activated Signs (VAS) may be considered at a later date depending on the outcome of the consultation.</p> <p>4. Would just an extension of the yellow lines along the entire length of Potters Road (North side) from Woodville Road to the Meadway plus 20 mph signs be a suitable, less extensive, less disruptive and cheaper solution that could be considered?</p> <p>Response: Extending double yellow lines and thus removing parking would open the road up for vehicles to speed, the parked vehicles act as a form of traffic calming as vehicles slow down to by-pass. Reducing the speed limit without traffic calming measures is not suitable for Potters Road.</p> <p>5. The proposed entry/exit points of the on/off ramps occur immediately outside my property on 2 of the arms, and the Potters Road one in particular is adjacent to my bedroom window. What level of noise is anticipated as vehicles, especially buses, bump on and off the ramps including sharp braking and then accelerating?</p> <p>Response: No increase in noise is anticipated the ramps are designed with a sinusoidal profile which effects a very gentle on/off ramp, At its highest point the height of the table is 75mm decreasing to carriage way level over 1.85 metres of sinusoidal ramps.</p> <p>6. What materials are used for the surface of the junction table and, more importantly, the on/off ramps and what increase in noise and vibration would these create? Would it be a type of rumble strip/uneven surface which would obviously create</p>
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		<p>significant noise almost 24 hours per day as it is a busy road. Response: The ramps and flat topped table will be in high quality Asphalt, there will be no 'Rumble' strip effect, the surface will be smooth with a good skid resistance properties. The scheme has been designed to minimise noise and vibration.</p> <p>7 I have an approved self funded dropped kerb from my driveway onto Woodville Road. At what level will the table be laid and how will this affect my dropped kerb, the level of the pavement and the access in and out of my property? Response: The table will be laid to a maximum height of 75mm and your existing dropped kerb will be raised to maintain level access from the carriageway to your property.</p> <p>8. If my dropped kerb is removed as a result of these measures, will I be refunded the cost I incurred? Response: Your dropped kerb will not be removed as a result of these measures.</p> <p>9. In the event that the scheme is implemented, but at a later date is removed for whatever reason, can I have assurances that my dropped kerb would be restored/maintained? Response: Should the measures be installed and then removed then yes your dropped kerb would be reinstated to exactly as it is now, with no cost to you incurred.</p> <p>In summary, the resident stated they were supportive of measures to improve safety at this junction, which are long overdue, but would like to have a response to my concerns above, especially in relation to the extent of the proposal, the impact on my property's access and potential noise levels.</p>
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5.	In agreement but requests a further extension to the double yellow lines on Potters Road.	Noted
6.	Resident unaware of any particular problems with the current layout and expresses concern that vehicles travelling west on Potters Road will speed up as they approach the bend at Meadway. Resident would prefer to see Zebra crossings at the junction instead of a raised table.	Noted. Possible future additional traffic calming. Speed surveys to be undertaken after construction. A zebra crossing would not serve to curb vehicle speeds and would cause further congestion for busses. The volume of pedestrians on Potters Road is not sufficient to merit zebra crossing
7.	Resident feels it is an unnecessary and expensive proposal. Resident proposes additional double yellow lines from Meadway to Woodville on the north side of the road.	The construction of the four arm junction table and the additional waiting and loading restrictions will aid road safety for all users and pedestrians. Having double yellow lines on Potters Road between Meadway and Woodville Road would open up the carriageway and further encourage speeding.

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