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| <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,


It has come to our attention that the Potters Road j/w Woodville Road supplementary report was incorrectly published. Please find the correct report enclosed as a supplement.

Apologies for any inconvenience caused.

| Item No | Title of Report | Pages |
|---------|--|--------|
| 1. | POTTERS ROAD JUNCTION WITH WOODVILLE ROAD, EN5 SAFETY IMPROVEMENTS To follow. | 3 - 12 |

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|  | <p align="center">Chipping Barnet Area Committee 30 October 2017</p> |
| <p align="center">Title</p> | <p align="center">Potters Road j/w Woodville Road, EN5 Safety Improvements</p> |
| <p align="center">Report of</p> | <p>Strategic Director for Environment</p> |
| <p align="center">Wards</p> | <p>High Barnet</p> |
| <p align="center">Status</p> | <p>Public</p> |
| <p align="center">Status</p> | <p>No</p> |
| <p align="center">Key</p> | <p>No</p> |
| <p align="center">Enclosures</p> | <p>Appendix 1 – Summary of objections, waiting and loading amendments and raised table. Appendix 2 – Drawing No. C2016_BC/001029_01-100_01</p> |
| <p align="center">Officer Contact Details</p> | <p>Therese Addison highwayscorrespondence@barnet.gov.uk;</p> |

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| <h2>Summary</h2> |
| <p>The Council agrees that this project addresses the concerns highlighted regarding road safety and for pedestrians crossing Potters Road close to the junction with Woodville Road, EN5.</p> <p>Following consultation with residents, objections to the implementation of the raised four arm junction table with additional pedestrian crossing points and amendments to the waiting and loading restrictions, have been received.</p> <p>The report determines whether the proposals should be introduced or not, and if so, with or without modification.</p> |

Recommendations

- 1. That the Chipping Barnet Area Committee authorises that the Strategic Director – Environment, having considered the objections as set out in the appendix 1 attached, received to the statutory consultations on the proposals outlined in this report. instruct officers to proceed with the implementation of the scheme, as per the original proposal shown in the consultation drawing No. C2016_BC/001029_01-100_01.**

1. WHY THIS REPORT IS NEEDED

- 1.1 The report is needed to highlight the responses received to the statutory consultation carried out in relation to the installation of a four arm raised table and additional pedestrian crossing points at Potters Road junction with Woodville Road, EN5 and the consequential changes to the current waiting and loading restrictions on Potters Road.
- 1.2 This scheme meets the London Borough of Barnet's priority to improve safety and provide a safer and more attractive environment for local residents and local schools and for those who make use of the pedestrian footways.
- 1.3 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*'
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 removing free unmarked parking bays next to St. Marks Church which cause 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 agreed 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 came back to the Committee on 17 May 2017 with the design suggestions for Potters Road.
- 1.6 Site visits were undertaken and the following 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.
 - In addition, concerns were raised that the parking of vehicles in front of St. Marks Church was affecting the visibility of vehicles exiting the Woodville Road junction. The inclusion of an additional 16m waiting restriction outside St. Marks Church was also included as part of the design. Site investigations indicated that parked vehicles in this location do affect motorists' visibility and more so when they are parked close to the end of the existing sections of double yellow lines.
- 1.7 The Personal Injury Accident Data (PIA) were analysed and an accident plot and summary are set out in Appendix 3 of the report dated 17 May.
- 1.8 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.
- 1.9 The proposal also includes:
- new 'Slow' road markings on Potters Road approaching the junction with Woodville Road;
 - re-marking all existing road markings.
 - 16m extension of double yellow lines outside St mark's Church.
- 1.10 Options were reported to the Chipping Barnet Area Committee on 17 May 2017. The Committee received a report from the Strategic Director for Environment who gave an undertaking that if Option 2 was approved by the Committee, he would ask an engineer to look at the scheme as the cost exceeded the £25,000 CIL cap. If funds were in excess of the £25,000 cap then the Strategic Director for Environment would arrange for the balance to be funded.
- 1.11 The scheme as consulted is shown on Consultation Drawing No. C2016_BC/1029-01-100_01 and incorporates:
- A four arm junction table on Potters Road Junction with Woodville Road;
 - Extension of double yellow lines on all four arms of the junction to inhibit parking on top of the raised table and to give better visibility for pedestrians at crossing points;
 - Extension of double yellow lines for 16m outside St. Marks Church;
 - Additional 'SLOW' road markings.
- 1.12 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, of these 2 returned a negative opinion, 5 returned endorsements. The responses are set out in Appendix 1 and summarised were as follows:

- One commented that the scheme was expensive and unnecessary and would prefer double yellow lines extended from Meadway to Woodville Road;
- One is concerned that vehicles leaving the raised junction table will speed up as they approach the bend close to Potters Lane and feels that zebra crossings near Potters Road/Woodville Road would be a better option;
- Five were in favour of the scheme, one of whom requested additional speed humps on Potters Road up to the junction with Potters Lane.

1.13 The Committee should note 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’.

1.14 Ward Members were consulted on the measures in Option 2 and confirmed that they were 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. However, notwithstanding this the Committee on the 17 May approved a recommendation to proceed to consultation which Option including the vertical raised table.

1.15 The concerns are set out in more detail in **Appendix 1**. Having considered all the representations received, it is the officer recommendation that the project proceed, without modifications as it has obvious benefits for residents, vehicles and local schools as well as all those who use the footway including vulnerable pedestrians.

2. REASONS FOR DECISIONS

2.1 The proposal is recommended as the scheme meets the London Borough of Barnet’s priority to improve safety and provide a safer and more attractive environment for local residents and schools and for those who make use of the pedestrian footways.

2.2 The objections to the scheme are not considered to outweigh the benefits of addressing concerns of speeding traffic and road safety at the junction of Potters Road and Woodville Road. Responses have highlighted the desire for additional traffic calming road humps, which may be considered at a later date and after analysis of post construction speed data.

3. ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 3.1 Consideration was given to constructing two island crossing points on Potters Road. However the islands would significantly reduce the road width and would make turning from Woodville Road into Potters Road unattainable and was therefore not progress.
- 3.2 The alternative Option would be to do nothing but this would not address the initial concerns raised by residents regarding the safety of the junction.

4. POST DECISION IMPLEMENTATION

- 4.1 Residents of the affected properties and Ward Councillors will be advised of the outcome of the decision and the measures will be implemented during the 2017/18 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 and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion.
- 5.1.2 The proposal also helps create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of travel so helping deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally.

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

- 5.2.1 The estimated cost of the overall scheme for the recommended Option is £35,000 (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1). The cost of £25,000 has been agreed to be funded from CIL via the 2017/18 Area Committee with additional funding, if required, from the 2017/18 Local Implementation Plan (LIP) within the Minor Traffic Management Schemes which has a full year allocation of £100,000 and the Accident Reduction Schemes which has a full year allocation of £400,000.
- 5.2.2 If the scheme is to be implemented, the authorisation of spend and reporting of spend will be carried out in line with the council budget monitoring and reporting process. In addition, current contracts will be used and at this stage no additional procurement is required.

5.2.3 At this stage there are no implications on property, staffing or IT.

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 has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1984.

5.4.2 The Traffic Order Procedure Regulations 1996 set out the requirements for consultation with regard to making traffic orders.

5.4.3 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 the various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

5.4.4 Section 16 of the Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required under section 17 to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.4.5 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.

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 Section 149 of 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 introduction of the four arm raised table would be compliant with the Disability Discrimination Act 1995 (DDA) and benefit mobility impaired residents along with people with wheelchairs and pushchairs.

5.7 Consultation and Engagement

5.7.1 A consultation has been carried out and residents and Ward Councillors will be made aware of the decision to proceed to implementation at the site.

5.8 Insight

5.8.1 None in relation to this report.

6 BACKGROUND PAPERS

6.1 26 October 2016 Chipping Barnet Area Committee;

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8649&Ver=4>

It was resolved that CIL funding of up to £3,000 be agreed to carry out a feasibility study that would investigate safety improvements including a review of waiting restrictions

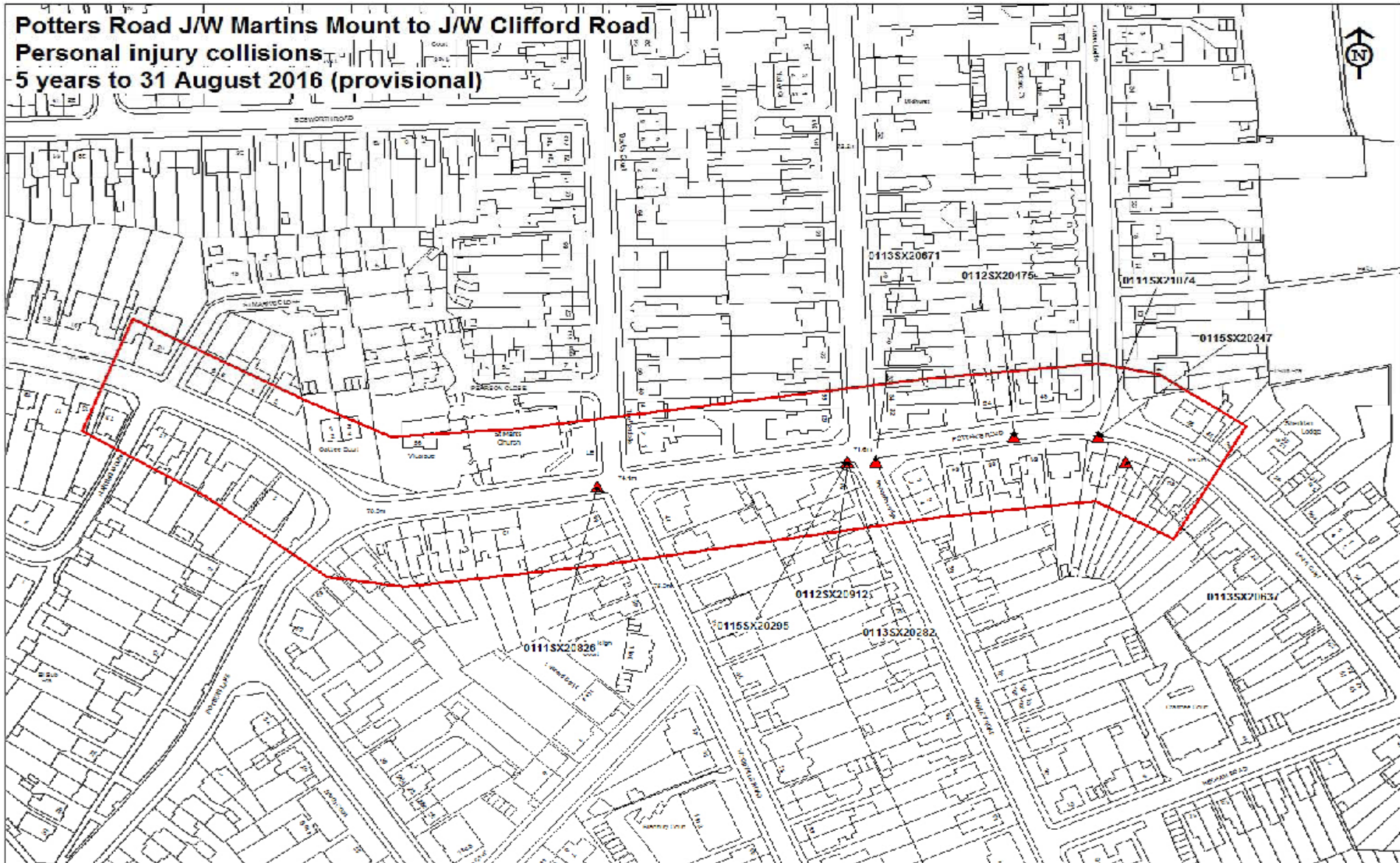
6.2 17 May 2017 Chipping Barnet Area Committee;

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9244&Ver=4>

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It was resolved to implement the officer preferred option on Potters Road j/w Woodville Road as illustrated in Appendix 2.

Appendix 3.



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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.